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Vol. CXCVIII No. 2580 WITH WHICH IS INCORPORATED THE GRAPHIC JULY 16 1949

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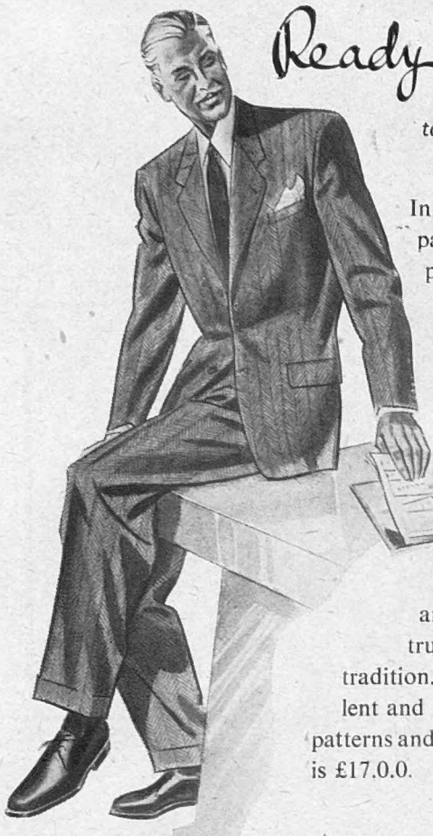

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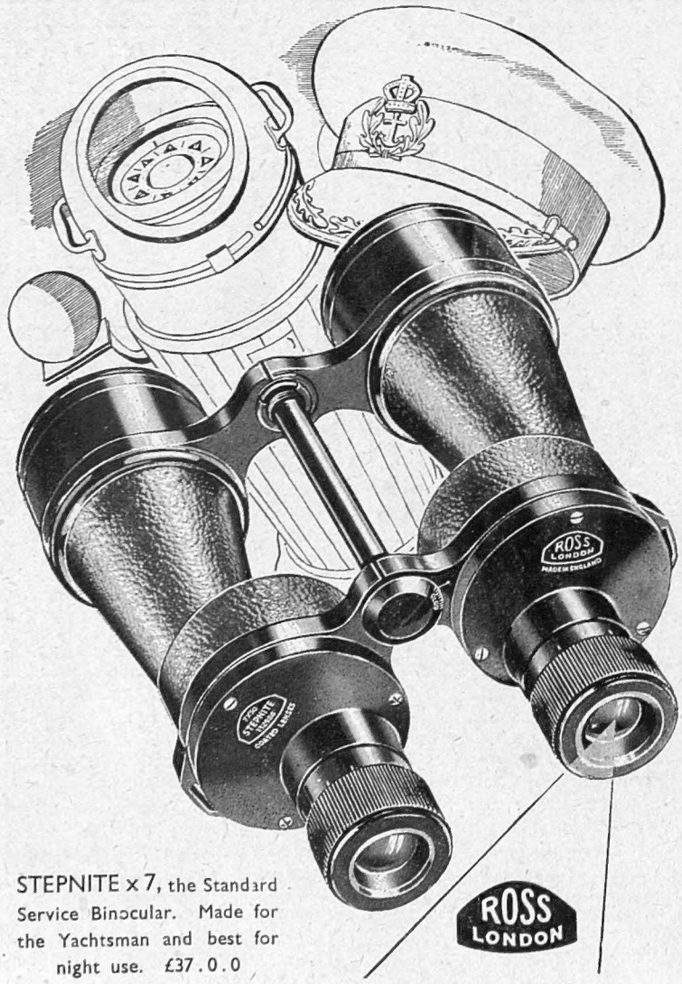

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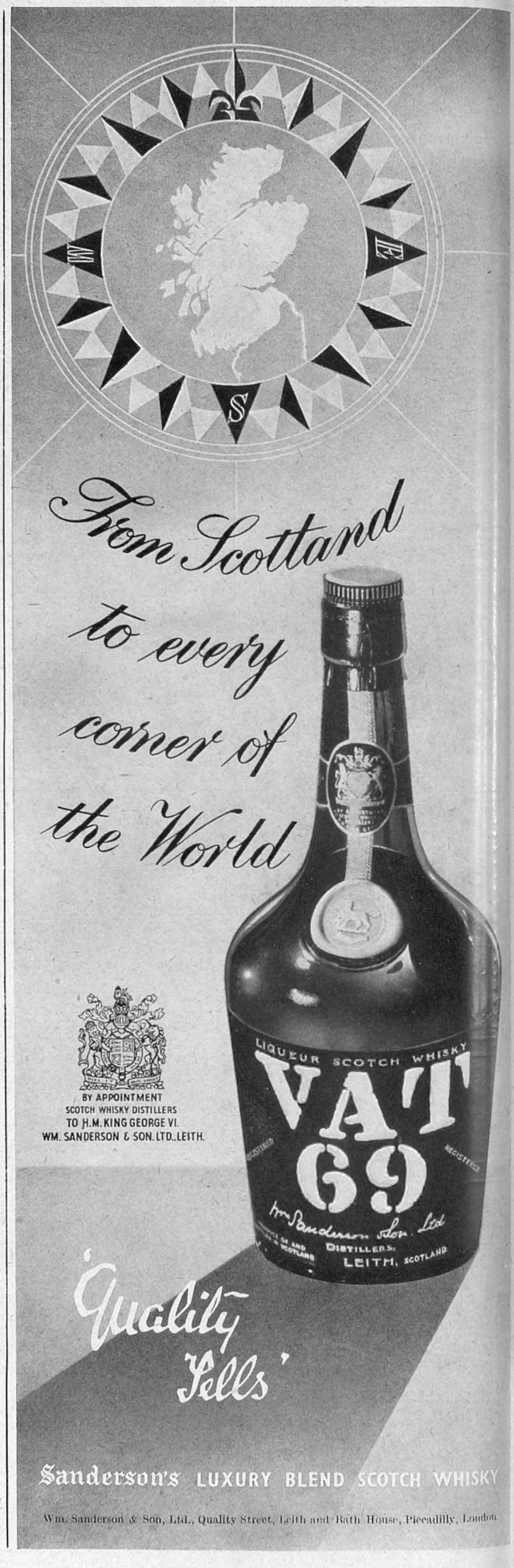
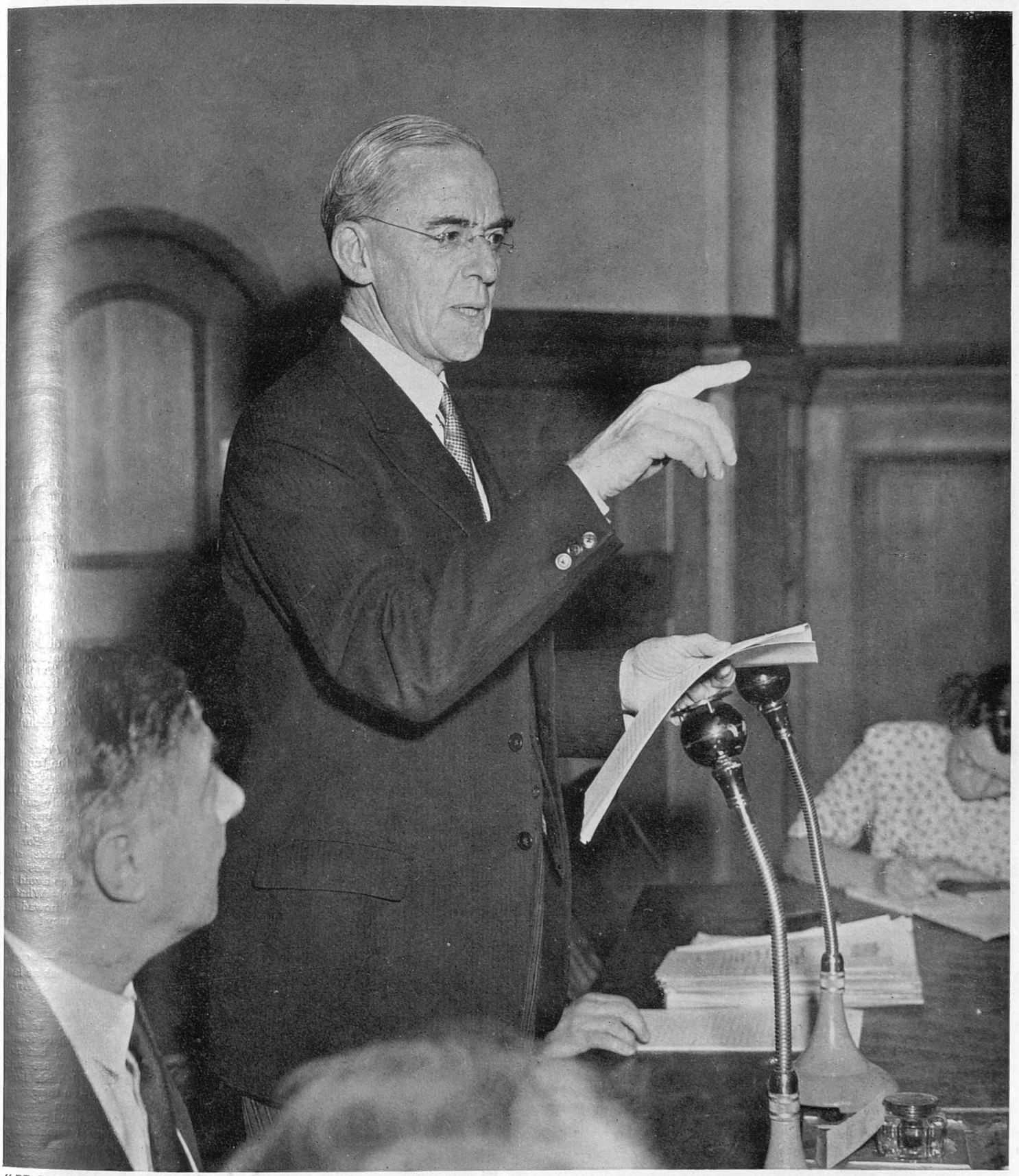


Volume CXCVIII No. 2580 The SPHERE, London, July 16, 1949

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly



"BE PREPARED TO TAKE RESOLUTE ACTION"—SIR STAFFORD CRIPPS INDICATES A FURTHER PERIOD OF RESTRAINT AND RESTRICTION AS NECESSARY TO BRIDGE THE DOLLAR GAP: The Chancellor of the Exchequer addressing a Press Conference after his House of Commons speech last week. He warned that personal incomes must not go up at this juncture; that our export trade must go ahead; and that industry must achieve a reduction in costs

Following the grave statement by Sir Stafford Cripps to a packed House of Commons on Wednesday of last week, the Chancellor took part in a series of vital discussions with Mr. Snyder, the United States Secretary of the Treasury, and Mr. Abbott, the Canadian Finance Minister. These discussions ended last Sunday with an informal meeting at Chequers, where the Ministers had lunch with Mr. Attlee. A joint statement issued afterwards declared that the aim of all must be the "achievement of a pattern of world trade in which the dollar and non-dollar countries can operate together in one multilateral system." As a next step it is proposed that technical and fact-finding discussions must take place between the British, Canadian and American Governments in preparation for further Ministerial discussions which, it is hoped, will be held in Washington in September. This week, when the House of Commons debate on the economic situation was due to begin, witnessed the climax of the dock strike and firm governmental action in the face of a mounting crisis. (See pages 90-91)

Postage—Inland, 2d.; Canada and Newfoundland, 1½d.; Elsewhere Abroad, 2½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Fatuous and Stupid Men.—

The public is clearly heartily sick of the dockers, who are the world's most easily duped workers. Even the Government has taken courage and come to the conclusion that tiding-over with conciliation and no victimisation is "not enough." The dockers are privileged in their security and high wages beyond almost all other groups. Their lot is beyond the wildest dreams of their fathers. The dock labour scheme assures them the best of two worlds. The fatuity of their present strike is so patent that perhaps we must attribute it to the long spell of fine weather. It is pleasanter to sit in the sun and listen to agitators. For when the weather breaks and a spell of work seems desirable, there is no fear of penalty. Their charter has no sanctions clause which a weak Government has dared to enforce. So for weeks they have held the nation to ransom and sabotaged our hopes of recovery. And not even for a cause by which they could benefit or from which they could benefit by withholding their labour. Whatever the rights and wrongs of the Canadian dispute, British dockers by their actions could not influence it. I wonder what 10,000 wives think of the stupidity of their menfolk, which hits them most directly. Probably before these lines see print the bulk of the men will be back at work, heartily unloading damaged freights. And that will only accentuate their own fatuity. Safe from penalty and sanction, they will resume work until the agitator finds another cry of treachery and betrayal or another fine spell of weather makes work disagreeable. To-day even the most restrained and sober and cautious pundits of the Press, and even of the Government, demand that bargains should be enforced by sanctions and discipline be won back by penalties.

Dock Strikes and Fatuity.

—It is the dockers who were the pioneers in a method of striking which, induced by the lies and half-truths of agitators unconnected with the industry, rallied against them all sane forces and defeated its own end. The great dock strike of '89 petered out indecisively in the autumn, and Sydney Holland, who had, as a dock director, been able to hold the scales fairly between employers and employed, told the strikers the result of their folly. By not playing fair, by lending an ear to every baseless rumour of rapacity and injustice, the Union of Dock Companies and Wharfingers became necessary, "and thus you men, by listening to agitators, lost your tooth." And so it has gone on. The docks seem to be the happy hunting-ground of baseless rumour of injustice and the dockers, the first "fools to be drawn into a circle" by political agitators who care not a damn for the men they "champion." If the tragedy were not so poignant, the absurdity of the Liverpool and Avonmouth strikes might set all England laughing. For the dockers' industry is outstandingly favoured in pay, security and even conditions. These dockers have lost the match, lost face and deserve to lose their tooth. But under Socialist rule workers are not allowed to pay such penalties for criminal folly. Dentures are supplied free, and the agitator moves on to new ground.

Cripps Means *You.*

—The *Daily Herald* made the crisis, on the morrow of the Chancellor's warning speech, crystal clear and very simple. Cripps (it said) was speaking to *you*, all of us, the good boys and the bad, those who keep asking for more and those that cheerfully accept less and less; to the absentees and the always-present. What has brought on the crisis? A slackening of trade. Nations are not so anxious to buy "anything at any price." America is one of them, and from *them* it is essential for us to earn dollars in order to buy back essentials, food and raw materials for our factories. What about it? Well, we can *save* some dollars by buying only essentials. But the only cure is to *earn* more dollars. That we can only do by exporting more, cheaper and better goods. We can't do that without first pegging or reducing production costs. Higher wages, shorter hours and strikes all increase those costs. There must be no more demands for increased wages, no more strikes, longer working hours. And Cripps says that means you, me, us, all of us. I expect he is right. Chancellors are usually right (on the day of their pronouncements, at any rate). What can I do, then, to respond? At first sight, very little. I have asked for, and received, no salary increases. I believe I "sell some of my goods to America for dollars," but there is nothing *I* can do to increase those sales, at first sight. My small invested capital used to return me £4 per cent. gross. Now Government has taken it over and returns me £2 10s. per cent. gross. And they tax it at 9s. in the pound. When I came to live in my house, my rates were £37. Now they are £105. And my other expenses for travel, domestic help, essential services and goods, and luxuries like pipe tobacco (the writer's inspiration) have somewhat increased. And now I am compelled to pay 6s. 2d. a week for benefits I cannot hope to enjoy. I can't, therefore, ask for a reduction in salary. What can I do to help in the great drive for dollars? I can look cheerful. I can spend a little more time revising and polishing my appeals to other people to work harder and ask less, until these paragraphs become such flowers of literature that a million Americans will clamour to exchange them for dollars. Come. I will turn over a new leaf.

350,000,000 GALLONS MISSING—THE DISMAL SCENE AT HURY RESERVOIR, IN BALDERSDALE, NEAR BARNARD CASTLE, WHERE DURING THE DROUGHT THE LEVEL OF THE WATER HAS FALLEN 13½ FT. BELOW MAXIMUM: Continued rainfall is needed in this part of the North Country if the deficiency of 350,000,000 gallons is to be made good

The Choice.

—Mr. David Eccles is a Conservative M.P. with considerable experience of economic and financial problems, and in a letter to *The Times* on July 5, in technical but lucid language, he set out the clear choice now before the public at the General Election. This letter interested me because it confirmed the "childish" arguments and conclusions I set forth last week concerning our dollar gap. This is *his* conclusion: "To what extent are the British people ready to accept the balance of payments as the first priority whatever that may mean in reductions in Government expenditure, some part of them affecting the welfare State? It is commonly said that no big cuts can be made in Government expenditure because the political difficulties are so great. The fall in the standard of life must, we are told, take place brutally through a collapse in the value of the pound. This view runs contrary to the experience of political meetings to which I have spoken in recent weeks. Men and women of all sorts have understood that too much taxation kills savings, raises prices, stimulates wage demands, and handicaps exports. When asked whether they would rather have food, work, and some chance to save, or State-this and nationalised-that, there has been no doubt about the answer. It is surely time to put the choice squarely to the nation and have confidence in the verdict." My own comments on his conclusion are that Mr. Eccles has been lucky in his platform audiences. Perhaps the bulk of the workers of three great and vital industries were too busy to attend. For *their* actions in recent times do not suggest that they are prepared to accept reductions in Government expenditure which might adversely affect the Welfare State. Mr. Eccles' audiences, however, are in no doubt, and Mr. Eccles asks that the choice should now be put squarely to the nation. I presume he means by the Conservative leaders or speakers. I had supposed that they were engaged on that very task. It cannot mean by the Government. It would be party-political altruism *in excelsis* to ask the Government to admit any alternative to its own policy.

Unesco and the 100 Best Books.

—Unesco is even now "deciding" what are the world's "100 best books." When decided, the winners will be made available to the world of Babel. It is a drawing-room game which has been played for a century and dismissed as an absurdity by all players. But a British "working party" has not been deterred from deciding the British quota—which is a generous 25 per cent. of the world's best! The "working party" is modest. It makes "no pretence to be absolute." How wise! For the difficulties are so great as to reduce the decision to absurdity. Shakespeare's "works," for example, are one unit, *Wuthering Heights* another. Blake's *Songs of Innocence* stand beside *The Origin of Species*. The Bible is not included. There are six, or perhaps seven, "novels." The choice of *Pride and Prejudice* will infuriate half the Janeites—the other lucky novelists are Scott, Dickens, George Eliot, Defoe. The "working party" has certainly chosen twenty-three good books, but the absurdity and inconsistency of their choices positively bristle. For if Shakespeare's "works" make one book, why not include Jane Austen's "works" as one book, and so avoid at least one bitter controversy? What a lot of clever and busy men nowadays waste their time on irrelevancy!

"E Tenebris Lux."

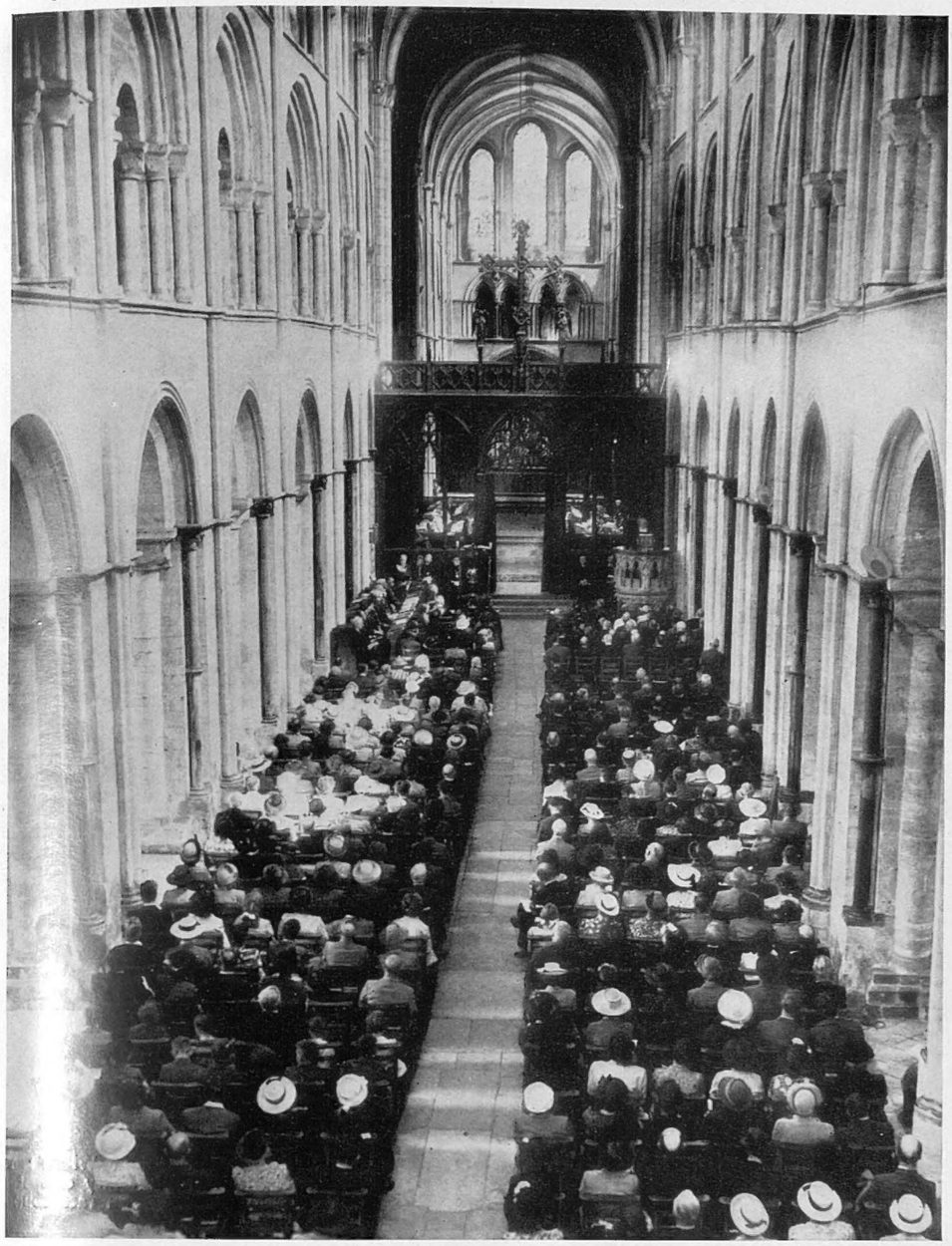
—A coat-of-arms for the Coal Board has at last been designed by the College of Arms and approved by authority. The Board needed armorial bearings to emboss on their stationery. It is a pretty device. There are three fossils (or perhaps fusils) conjoined but not very easy to spot, and they are supported by a couple of British lions with the sun in splendour on their right or left shoulder. This sun "represents" heat, light, energy and power—the products of coal. I should say that the coal I receive has enough to do to try to represent heat. The energy and power are perhaps represented by the fusils (or fossils). Well, it is easy enough to joke in a schoolboy way. What is beyond a joke is the official attitude of mind in our present economic crisis. The powdered-footman mind has survived our vast social, political and economic revolutions and come triumphantly through. The men in power are every whit as set on pomp and circumstance as were the great Whig governing class before the Reform Bill.

THE OLD STAGER

CHURCHMEN OF THE WORLD FOREGATHER

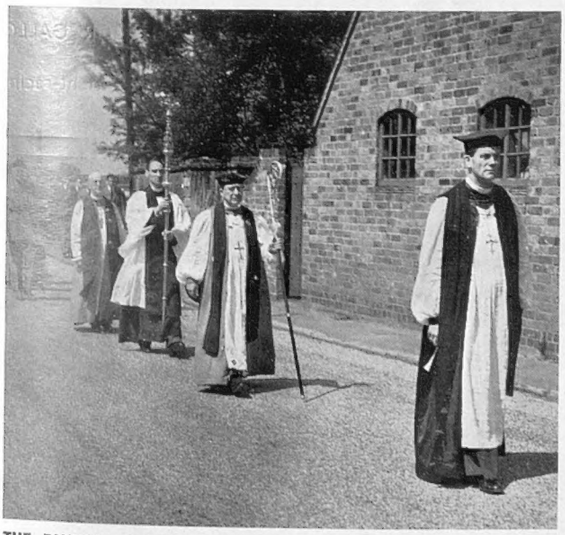
The Council of World Churches at Chichester

THE ARCHBISHOP OF CANTERBURY AT THE REPTON DEDICATION



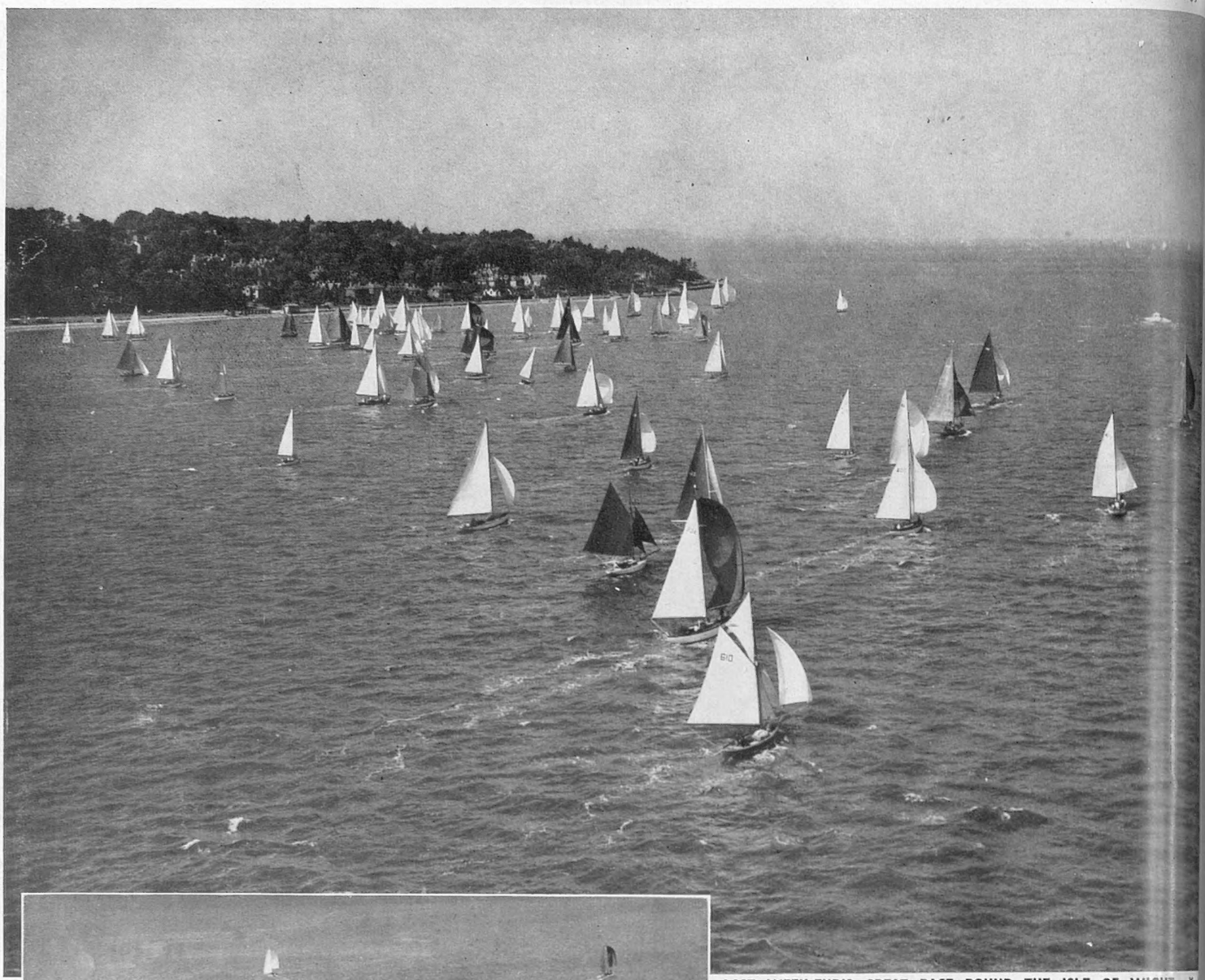
THE INAUGURAL SERVICE AT CHICHESTER CATHEDRAL AT THE CONFERENCE OF THE CENTRAL COMMITTEE OF THE WORLD COUNCIL OF CHURCHES: All Christian denominations, except the Roman Catholic Church, have been represented at the Conference, which was the first of its kind since the inception of the Council at Amsterdam last year

BISHOP ANDERS NYGREN OF LUND, SWEDEN, PREACHES IN CHICHESTER CATHEDRAL: He was one of the Church leaders of twenty countries who gathered last week at Chichester for the first meeting of the Central Committee of the Council of World Churches. Last Sunday, in twenty churches throughout West Sussex, the sermon was preached by members of the Central Committee. Dr. Dibelius, Bishop of Berlin, German Evangelical Church, spoke at the subdeanery Church of St. Peter Major, Chichester, and appealed for unity among the churches of the world. "Let us stand together united in a disunited world," declared the Bishop



THE BISHOP OF SINGAPORE, THE BISHOP OF DERBY, PASTORAL STAFF IN HAND, AND THE ARCHBISHOP OF CANTERBURY, PRECEDED BY THE PRIMATIAL CROSS OF CANTERBURY, WALKING IN PROCESSION FROM THE CHAPEL TO THE REPTON SCHOOL WAR MEMORIAL: Before the Archbishop dedicated the War Memorial, he dedicated two tablets in the chapel, one to the memory of William Temple, who was his predecessor as headmaster of Repton and his predecessor as Archbishop, and the other to Francis Ford, an Old Reptonian and brother of Dr. Lionel Ford, Dean of York. Dr. Temple was the youngest headmaster of any of the public schools when he was appointed to Repton in 1910 at the age of twenty-eight. Dr. Fisher was the headmaster from 1914 to 1932

AT THE UNVEILING OF THE REPTON WAR MEMORIAL: Watched by members of the school, members of the staff and visitors, the Archbishop of Canterbury, himself a former headmaster of Repton, takes part in the dedication after the unveiling by Lieut.-General Sir Charles Gairdner. Names of members of the school who died in the war have been inscribed on the panels



LAST WEEK-END'S GREAT RACE ROUND THE ISLE OF WIGHT: Ya between 5 and 25 tons crowded together when they competed the Gold Roman Challenge Bowl in the fourteenth race round island held by the Island Sailing Club. Starting at 9 a.m., they set out to the westward, and this great fleet under spinnakers presented a most striking sight. At the Needles, the fleet was still pressed together "in one tight mass of sail," and although there was a splendid breeze from the Needles to St. Catherine's, the vessels were later becalmed for some time

ROUND THE ISLAND

AND THE ITCHENOR GALLO

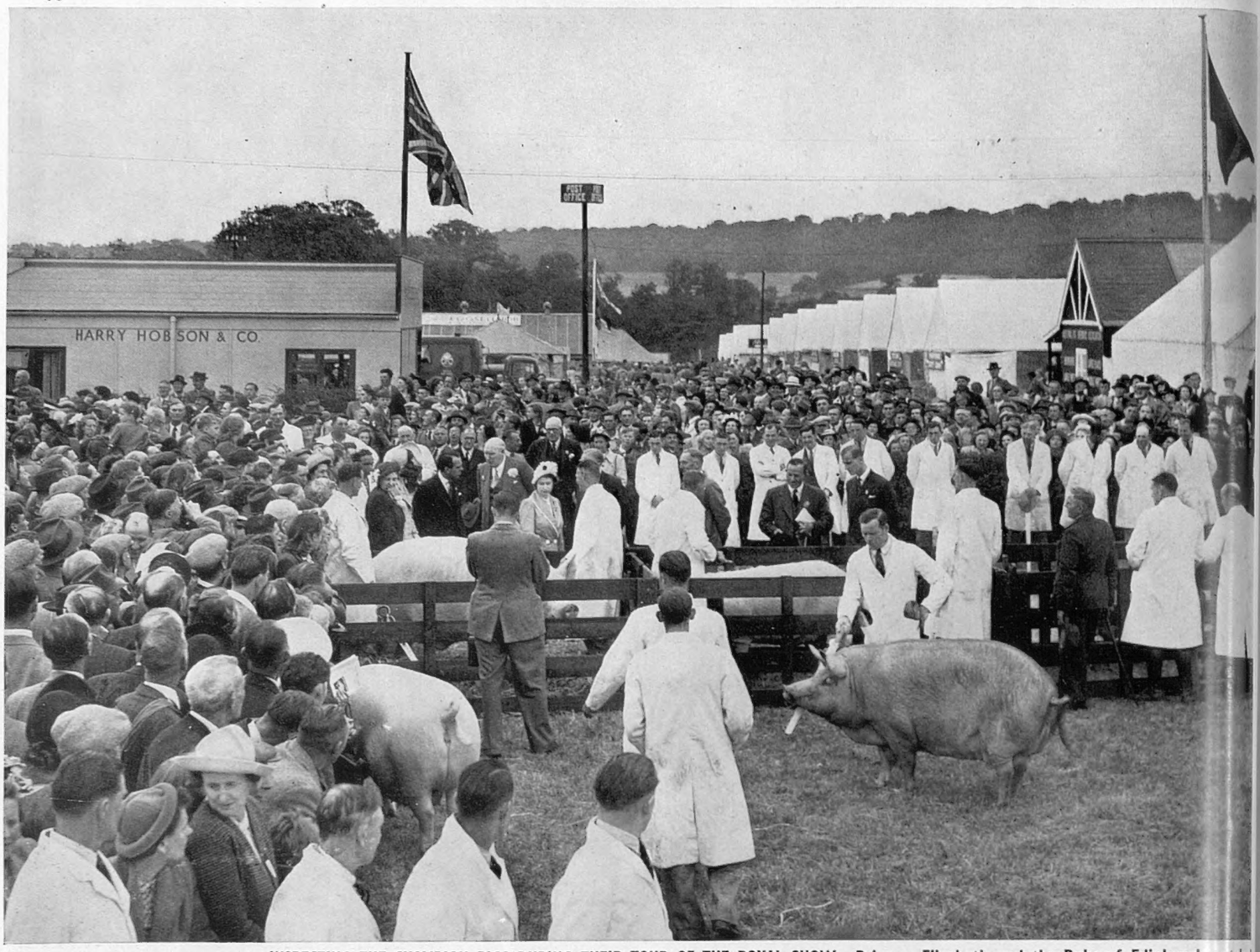
A Week-end of Yacht-racing

BATTLE FOR THE CRANKSHAW CHALLENGE BOWL: Yachts of over 25 tons taking part in the Round-the-Island Race. "Astrape" won in this class from sixteen other competitors. It was in the class for vessels of 5 to 25 tons that there was a fleet of seventy-eight competitors. The big yachts started half-an-hour in advance of the others

THE RACE FOR THE ITCHENOR GALLON: International 14-ft. din in competition in Chichester Harbour. Sixteen clubs were re sented, and there were forty-two starters in this keen co There was a light wind abeam at one stage of the race, it was in these conditions that the winner and runne "Sunrise" and "Martlett," managed to forge ahead of

WITH SE[illegible]AKERS SET, THE FLEET OF SEVENTY-EIGHT CRAFT MAKES GOOD PROGRESS TOWARDS THE NEEDLES: An aerial view of some of the vessels which took part in t[illegible]lass for yachts of 5 to 25 tons in the Round-the-Island Race. Some did not reach Cowes until after midnight, and until the small hours of the morning the [illegible]erfront rang with the shouts of yachtsmen calling the names and numbers of their craft and burning blue flares to ensure recognition as they finished

THE 14-FOOTERS FIGHT FOR THE LEAD IN THE ITCHENOR GALLON: This striking picture shows some of the forty-two starters in the international dinghy race sailing in close order in Chichester Harbour. It was the first time for many years that this race had been sailed in perfect weather. The two outstanding helmsmen were Charles Currey, who won the race last year and was again successful this year, and Stewart Morris, three times winner of the trophy, who this time was runner-up. These two got well clear of their rivals and had a great race for the line



INSPECTING THE CHAMPION PIGS DURING THEIR TOUR OF THE ROYAL SHOW : Princess Elizabeth and the Duke of Edinburgh watched by a vast throng as they inspected some prize specimens in the show grounds at Shrewsbury. On the first day there was an attendance of 20,000, but with the Princess and the Duke appearing on the second day the figures rose to over 70,000

ROYALTY at the ROYAL SHOW

The Visit of Princess Elizabeth and the Duke of Edinburgh to Shrewsbury

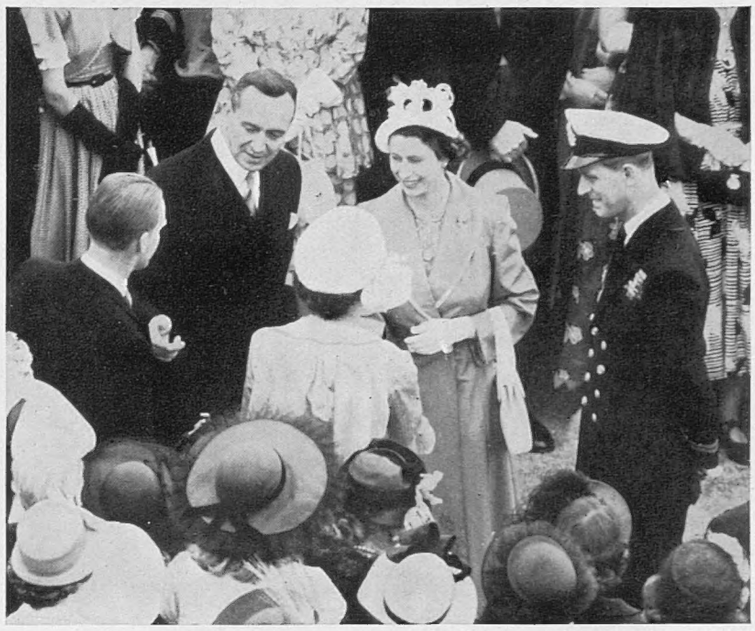
Just as the Queen's presence boosted attendance at the Highland Show three weeks ago, so did the presence of Princess Elizabeth and the Duke of Edinburgh act as a magnet at the Royal Show at Shrewsbury. Even so, the paid attendance for the four days was very much lower than it was at York last year, possibly because Shrewsbury is in the midst of a less populous neighbourhood than York. The actual figures were: Shrewsbury, 186,678; York, 237,827.

Export inquiries for pedigree livestock were a heartening feature of the Show this year. Indeed, a number of prize-winning animals were sold abroad during the period of the Show, notably the champion Hereford Halesend Countess, which will go to New Zealand.

PRINCESS ELIZABETH IN THE SHOW GROUNDS AND AT THE CASTLE : *Left*—The Princess, who wore in the lapel of her coat her badge of office as President of the Royal Agricultural Society of England, being escorted round the Royal Show on a visit which lasted 4½ hours. *Right*—The Princess leaving the Castle with the Lord Mayor of Shrewsbury and followed by the Duke of Edinburgh. The old town between the English and Welsh bridges was bedecked for the occasion with flags and the gayest of window-boxes. A feature of the last day of the Show was the visit of 2,000 schoolchildren

THE ROYAL GARDEN PARTY

A Great Throng on the Lawns of Buckingham Palace



MEMBERS OF THE ROYAL FAMILY TOUR THE LAWNS OF BUCKINGHAM PALACE: *Left*—Her Majesty the Queen, who was accompanied by Princess Margaret, smilingly acknowledges an officer's salute as she walks among the guests. *Right*—Princess Elizabeth and the Duke of Edinburgh receiving guests. The Duke and Duchess of Gloucester and the Duchess of Kent were also present, and all the members of the Royal Family moved among the guests in separate groups. On this occasion Queen Mary did not attend owing to the rather fatiguing nature of a prolonged tour of lawns

WHILE RAIN THREATENED, THE QUEEN AND PRINCESS MARGARET MOVED AMONG THE GUESTS: The weather was indeed the main preoccupation of many who attended the Royal Garden Party, but the rain held off until the early evening. This being Colonial Month, there were many colonial visitors at the garden party, and large numbers were presented to their Majesties in the course of the afternoon

The FIELD-MARSHAL GOES TO SEA

Viscount Montgomery with the Western Union Fleets

It is on record that sailors have led cavalry charges, and Mark Anthony was certainly amphibious (though the man who lost at Actium was beyond doubt more successful in land operations), so Field-Marshal Lord Montgomery's appearance on the deck of H.M.S. *Implacable* need have caused no particular surprise. During his stay with the Western Union fleet, the Military Chairman of the Western Union Commanders-in-Chief saw some realistic exercises in which British, French, Dutch and Belgian naval and air units took part. After it was all over the Field-Marshal declared: "I hope next year there will be joint exercises between all the Atlantic Pact countries."

FIELD-MARSHAL LORD MONTGOMERY ABOARD THE FLAGSHIP "IMPLACABLE": From the British aircraft-carrier the Military Chairman of the Western Union Commanders-in-Chief witnessed the joint exercises in the Bay of Biscay. Accompanying the Field-Marshal was his naval liaison officer, Commander A. P. W. Northey, R.N., D.S.C.

FIGHTERS LINED UP ON THE FLIGHT-DECK OF H.M.S. "IMPLACABLE," FLAGSHIP OF ADMIRAL SIR RHODERICK MCGRIGOR: Steaming in the background is the escort destroyer "Aisne," a member of the powerful Battle class which was well represented in the Western Union exercises. From "Implacable" Admiral McGrigor visited other units by helicopter in the course of the exercises

HOW THEY CO-OPERATED IN THE WIRELESS ROOM: Ale Pattison, of Inverness, and Herman van Grol, of Oegstgeest, Holland, working together in the wireless-room of the Dutch escort ship *Johan Maurits*, during the course of the joint exercises in the Bay of Biscay. In this way messages between ships were relayed in accordance with a unified procedure

FIGHTING OFF AN ATTACK BY SEA FURIES: A Dutch sailor operating an Oerlikon gun on board the "Johan Maurits"

AT WORK ON THE TAIL UNIT OF A SHOOTING STAR : It was the first jet combat aircraft to be accepted by the U.S. Army Air Force. The first model appeared in 1943

A SHOOTING STAR IS STRIPPED FOR OVERHAUL : An American jet fighter with its engine cover removed, at a dispersal-point on Horsham St. Faith Aerodrome, Norfolk. Fifteen Lockheed Shooting Stars recently flew the Atlantic via Iceland and Scotland. They are proving quite the most successful fighters in the U.S. Air Force

Aviation News

THE SHOOTING STAR IN ENGLAND

And the Emergence of the Hermes IV

OVERHAULING THE JET UNIT OF A SHOOTING STAR : An American mechanic at work on the Norfolk airfield of Horsham St. Faith. The engine is an Alison O. 33

THE HERMES IV MAKES A FLYING START—ONE OF BRITAIN'S LATEST AIR-LINERS ENGAGED ON A TRIAL TRIP FROM RADLETT AERODROME, HERTFORDSHIRE : The Hermes IV is a medium long-range type, and twenty-five of them are on order for the Empire routes of the British Overseas Airways Corporation. The machine has a top speed of nearly 360 m.p.h., a payload of more than 7 tons, and a range of 3,600 miles

The Hastings, which is said to have been hauling terrific loads on the Berlin air-lift and has given very little trouble in the process, is a military version of the Hermes, so big things can be expected of this new air-liner when it goes into service with the British Overseas Airways Corporation. They are both typical products of Handley-Page, now celebrating their fortieth anniversary. The Hermes IV could carry up to sixty-three passengers, but the B.O.A.C. machines will be forty-seaters, offering a high degree of comfort. They are pressurised, air-conditioned and sound-proofed, and will operate in the sub-stratosphere. The four Bristol Hercules engines provide a total of nearly 9,000 h.p.

b

ON RUSSIA'S PATH

Japanese Prisoners and Communism: Stalin and the Press: The Pallante Trial

On right—Communist propaganda had clearly influenced the first 2,000 Japanese prisoners of war to be sent back from Siberia by the Russians, and when they landed at Maizuru, Japan, some declared openly "We are the vanguard of a Communist army landing in the face of the enemy." One spokesman declared that 95,000 Japanese held in Siberia would voluntarily join the Communist Party on return to Japan, and that they would create "their own new world in Japan." It appears the Russians did not force them to work while they were in Siberia

JAPANESE PRISONERS OF WAR REPATRIATED BY THE SOVIET UNION: They came ashore at Maizuru from the "Takasagu Maru" singing the "Internationale." They looked sleek and well fed

JOSEF STALIN IN AFFABLE MOOD: Three smiling pictures of the Soviet dictator, whose health is reported to have deteriorated seriously in recent years. The occasion was the last military review in Red Square, and, apart from his greying locks, there seems to be little evidence of the Generalissimo's indisposition. On the night of July 3 Stalin formed part of the guard of honour during the lying-in-state in Moscow of the late Georgi Dimitrov, who died from diabetes in a Moscow sanatorium. Stalin will celebrate his seventieth birthday on December 21

THE TRIAL OF ANTONIO PALLANTE, THE SICILIAN STUDENT WHO, ON JULY 14, 1948, ATTEMPTED TO ASSASSINATE PALMIRO TOGLIATTI, THE LEADER OF THE ITALIAN COMMUNIST PARTY: Pallante, wearing a brand-new suit, the origin of which he did not disclose, is seen being escorted to the opening session of his trial in Rome. The trial was all over by July 3, and during its course no evidence was produced to show that Pallante had any accomplices or that there were any other instigators of the crime. The Public Prosecutor asked for a sentence of eighteen years, but Pallante, who was found guilty, was given thirteen years and eight months. According to counsel for the defence the Sicilian youth was "a victim of the ideological conflict which is proceeding in Italy and in the world." When Pallante was confronted by Palmiro Togliatti in court he paled visibly, but in response to a question he declared emphatically: "I would do it again."

AFTERMATH OF THE WHANGPOO BOMBING: The British motor-ship "Anchises" beached in the Whangpoo River and listing to port. The vessel's skipper declared that his ship was bombed and machine-gunned by two Chinese Nationalist planes. Blast from a near-miss ripped a hole in the vessel's side below the water-line. In the background smoke is rising from the Shell Oil plant, where 100,000 gallons of kerosene were destroyed in the same aerial attack

IN SHANGHAI NOW

The Seaport City in its First Month Under Communist Control

It would be hard to say that during the first month of Communist control in Shanghai all was peaceful, for the Nationalists continued to bomb installations on the outskirts of the city, and there were such rice shortages that some sections of the population were faced with starvation. However, an attempt was made to get the railways working, and it was hoped to bring adequate food supplies from the interior by train. There were considerable celebrations when the first through train for Peiping in twelve years left the Shanghai north station. The period between May and the harvest in September is always a scarce period in Shanghai, and the fact that coastal shipping is very largely stopped by the so-called blockade of the Nationalists further aggravates conditions

A COMMUNIST TANK IN SHANGHAI: During the first days of the occupation parades of strength were frequent, but the population submitted quietly enough to its new masters. The dearth of rice in Shanghai has, however, made the initial task of the Communists one of great difficulty

BEACHED IN THE WHANGPOO: This 200-ton river launch, "Willow," was beached by retreating Nationalists as they left the waterfront at Shanghai. For a short while it was employed as a Nationalist strong-point

THE FIRST BRITISH SHIP TO PUT IN AT SHANGHAI SINCE THE COMMUNISTS TOOK OVER: Crowds on the French Bund see the arrival of the "Shenking," which had on board 250 Chinese passengers, twenty-one foreigners and a very scanty cargo

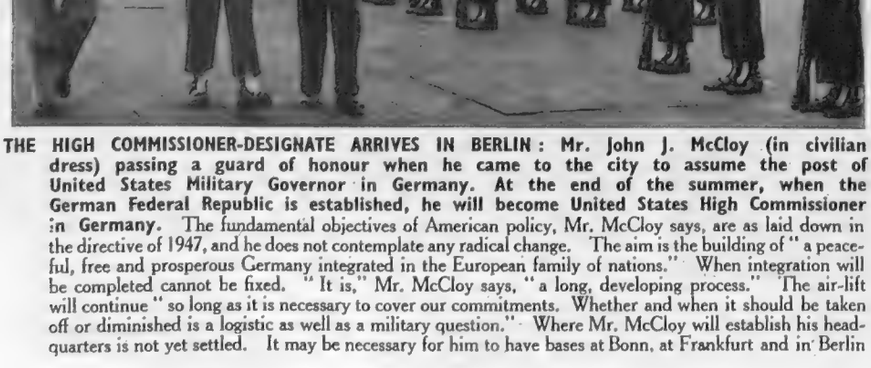
WHILE INFANTRYMEN STOOD GUARD: A notice being posted up in the streets of Shanghai on behalf of the new regime, which established itself with surprising rapidity. One of the first steps of the Communist Government in Shanghai has been to eliminate the black marketeers and a large army of silver-dollar traders

FROM FIVE CONTINENTS

A Record of the Foreign News in Pictures

MR. JOHN T. SNYDER IN PARIS—THE AMERICAN SECRETARY OF THE TREASURY SHAKING HANDS WITH AMBASSADOR BRUCE AT THE GARDEN-PARTY HELD ON JULY 4 IN THE GROUNDS OF THE UNITED STATES EMBASSY: Mr. Snyder's visit to Europe is ostensibly to make contact with the Finance Ministers of the various countries at a moment when the Marshall Plan has run half its course. Before leaving for London Mr. Snyder had long talks with M. Petsche, the French Finance Minister, and also with Mr. Beaumgartner, Governor of the Bank of France. Mr. Snyder is known to have the ear of President Truman to a marked degree

A BOY OF THE BUTTE—BOBBY HENREY BECOMES AN HONORARY "POULBOT": The young film star marching through the streets of Montmartre after his election. Bobby was in Paris for the opening of the French edition of "The Fallen Idol." He was taken up to Montmartre, where his mother was born, and attended an open-air tea-party in his honour. It was at this party that he was elected a "Poulbot." Poulbot, it may be remembered, was the French painter whose portraits of Montmartre children became so famous that Montmartre children came to be called Poulbots, and always they have so remained. Bobby, free for an afternoon with kids his own age, enjoyed the tea and the subsequent parade through the thronged streets of the artists' quarter



THE HIGH COMMISSIONER-DESIGNATE ARRIVES IN BERLIN: Mr. John J. McCloy (in civilian dress) passing a guard of honour when he came to the city to assume the post of United States Military Governor in Germany. At the end of the summer, when the German Federal Republic is established, he will become United States High Commissioner in Germany. The fundamental objectives of American policy, Mr. McCloy says, are as laid down in the directive of 1947, and he does not contemplate any radical change. The aim is the building of "a peaceful, free and prosperous Germany integrated in the European family of nations." When integration will be completed cannot be fixed. "It is," Mr. McCloy says, "a long, developing process." The air-lift will continue "so long as it is necessary to cover our commitments. Whether and when it should be taken off or diminished is a logistic as well as a military question." Where Mr. McCloy will establish his headquarters is not yet settled. It may be necessary for him to have bases at Bonn, at Frankfurt and in Berlin

SYRIA'S EX-PRESIDENT LEAVES THE COUNTRY: This was one of last pictures taken of Chouari el Kouatly before his depar from Syria following the referendum. In this referendum people of Syria were asked to vote for one candidate, Co Husni Zaim, as President of the Republic. More than 60 per of the 762,000 voters all answered "Yes" to the following ques "Should the President be elected by general suffrage; should he esta and issue a new constitution within four months to be ratified by referen or by Parliament; should the President in the meantime be empower issue decree laws; and should decree laws issued by Colonel Zaim March 30 be deemed constitutionally valid." Women having a pri education certificate were given the franchise by Colonel Zaim's new

FACING TRIAL WITHOUT JURY: Mr. Norbert Erleigh (*left*) and **Joseph Milne** (*right*), **who is seen with his counsel, former managing directors of New Union Goldfields, Ltd., were d come before Witwatersrand Criminal Sessions at the begi of July on counts alleging offences under the Companies** On July 1 the trial was postponed until July 11 on the application Shacksnovis, K.C., for the defence, who said that a team of two King's C and two other counsel had been working virtually day and night for a on the highly complex and intricate issues of the case without getting farther than understanding what the Crown case was without master Under the recent amendment of the law dealing with trials involving plicated bookkeeping issues there is no jury, the judge having two as

A VISIBLE EFFECT OF THE AUSTRALIAN COAL STRIKE: An empty coal bunker in Sydney. Nearly 50,000 Australians thrown out of work by the strike at the end of its first week: 24,000 were originally involved, and their demands were for a 24s. a week increase, a 35-hour-week and immediate nationalisation of the

PARIS HONOURS THE MEMORY OF JEAN BAPTISTE MARCHAND, THE LEADER OF THE FASHODA EXPEDITION, AND HIS MEN: Troops giving eyes left as they passed the monument after its unveiling by President Auriol. It was as captain in charge of a small expedition which aimed at crossing Africa from west to east that Marchand reached Fashoda in 1898, outside the French sphere of influence, building a fort there and setting up the French flag. Kitchener went to Fashoda and asked Marchand to withdraw, but the latter refused, remaining there six weeks until ordered to retire by the French Government. The Fashoda incident, as it was called, almost led to war breaking out between France and England

TILLY HONOURS THE MEMORY OF GENERAL GEORGE S. PATTON: In the main street of the little town, west of Paris, citizens gathered to do honour to the American leader who crossed the Seine at Tilly during his dash across France after the Normandy break-through. From the rostrum in the background, decorated with a large-scale portrait of General Patton, General de Gaulle is seen delivering his address. Standing on his right hand is Lieut. George Patton IVth, son of the American Third Army Commander. In his speech General de Gaulle referred to the curbing of General Patton, who would undoubtedly have pursued his irresistible march eastwards as far as Berlin if the policy of Yalta had not diverted him towards the Danube. "History will tell," General de Gaulle told his audience "whether or not this decision will weigh for centuries on the life of Europe and the destiny of the world"

WATER CONSERVATION IN THE CHANNEL ISLES: Begun before the war, work is now nearing completion on the St. Saviour's Reservoir at St. Saviour's, Guernsey. The reservoir, which is fed by three streams, has a total capacity of 240,000,000 gallons and supplies water for domestic and glass-house use on the Island. Although the pumping station and laboratory will not be completed for a month or two, the pumping plant has been in operation since April. Already it has brought considerable relief to Guernsey, particularly to the vast tomato-growing industry, which in part sustains the Island economy. It is anticipated that the reservoir will be practically emptied by the end of this summer season. The pumping station and treatment plant are capable of dealing with 2,000,000 gallons of water a day

A BIG HAUL OF OPIUM AND HASHISH: Members of the Egyptian Coastguard with cases of drugs seized in recent raids on smugglers running dope into Egypt. The value of this consignment is in excess of £30,000. Monsef Pasha, the Egyptian Coastguard Commandant, has lately appealed to the Arab League to intervene in the illegal cultivation of dope in Syria and Transjordan

"THIS TREATY IS NOT DIRECTED AGAINST ANYBODY, BUT IS DESIGNED TO SATISFY OUR MUTUAL NEEDS": President Peron speaking at the ceremony at Buenos Aires to mark the signing of the new trade treaty between Great Britain and the Argentine. Señora Peron is standing on the right hand of the President, and on her right hand is Sir John Balfour, the British Ambassador to the Argentine, who earlier addressed the gathering in Spanish. The agreement, though concluded for five years, may be denounced by either side on giving sixty days' notice, to expire on June 30 in any year. In the first year of the agreement trade exchanges totalling about £125,000,000 are envisaged, and they are expected to be at not less than that level in subsequent years. A mixed consultative committee is being set up at Buenos Aires and will meet regularly in order to review the working of the agreement in all its varied details

THE RE-EMERGENCE OF PAUL VAN ZEELAND: The Belgian Christian Social Senator addressing a Press conference after the victory of his party in the elections and after he had accepted the invitation of the Belgian Prince Regent to form a Government. Van Zeeland's Christian Social Party did not win an overall majority in the Belgian Government, but from the outset the Premier-designate declared that his party would fight for the return to the throne of King Leopold, hoping for a measure of Liberal support

WITH THE FLEETS OF WESTERN UNION

Some Outstanding Vessels Taking Part in the 4-Power Exercises

H.M.S. "ANSON" STEAMS FOR THE BAY OF BISCAY: An aerial view of the British battleship which sailed with the main body of the Four-Power Fleet on the Western Union exercises. Only a fortnight before, the "Anson" had taken Princess Elizabeth and the Duke of Edinburgh to the Channel Isles

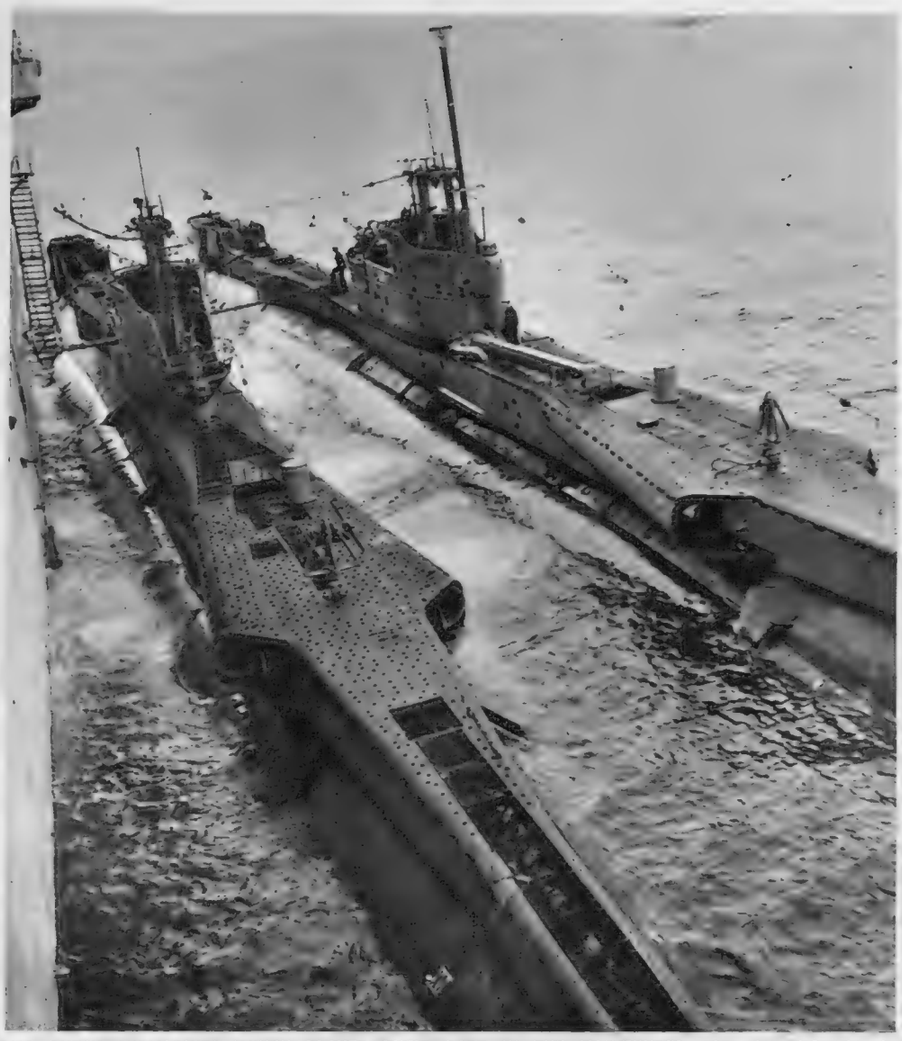
The great gathering of British, French, Dutch and Belgian warships in Mount's Bay constituted a show of strength without precedent in peacetime naval annals, and to see those old enemies of the sea lanes in ancient days, the Dutch and the British, at anchor side by side, not to mention the French, with their virile individualistic naval tradition, was cause for wonderment. After the Mount's Bay gathering, where, believe it or not, a Field Marshal inspected the combined fleets from the skies, the warships set out for the Bay of Biscay, taking part in a series of combined exercises en route. The pictures on this page show some of the leading units of the Four-Power Fleet of Western Union.

THE FRENCH CRUISER "GEORGES LEYGUES": The 7,600-ton warship, sister-ship of the "Montcalm" and the "Gloire." The design of these cruisers has been remarkably successful, embodying the maximum advantage to be obtained from the relatively low displacement. Three sister-ships, "La Galissonniere," "J. de Vienne" and "Marseillaise," were scuttled at Toulon in the war

"PERSIL" DAY—SUNDAY MORNING DIVISIONS ABO H.M.S. "IMPLACABLE" IN MOUNT'S BAY: O the centre of the flight-deck are the divisional of who salute the captain on his arrival before he pa through the divisions. On the Western Union exer *Implacable* acted as the spearhead of the British

THE FLAGSHIP "IMPLACABLE" SAILS FOR THE FAR SOUTH: The 23,000- "Implacable," flying the flag of Admiral Sir Rhoderick McGrigor, which is flying at the main, above the White Ensign, steaming down the Ch

A LINE OF BRITISH DESTROYERS ASSEMBLED IN MOUNT'S BAY: Reading from foreground to background are the "Solebay," "St. James," "Agincourt," "Aisne," "Jutland," "Battleaxe," "Scorpion" and "Crossbow." These destroyers are of the Battle class and the even newer Weapon class, which are all of post-war construction



TWO DUTCH SUBMARINES WHICH PLAYED THEIR PART IN THE MANŒUVRES: On the right is the O-24, which is now fitted with a "snort" device for under-water breathing. Her sister-ship, the O-27, was taken over by the Germans during the war, completed and numbered U.D.5

THE FLEET AIRCRAFT-CARRIER "VICTORIOUS," OF 23,000 TONS, IN MOUNT'S BAY WITH THE FOUR-POWER FLEET: "Victorious," sister-ship of the "Illustrious" and "Formidable," was completed in 1941 by Vickers-Armstrong on the Tyne. She carries over sixty aircraft and has a complement of 1,600. This picture clearly shows her forward and aft lifts. Another lift is situated nearer "the island." "Victorious" defends her brood with sixteen radar-controlled 4·5-in. guns

THE JEWS ARE BACK AT BARAM

Young Settlers of 1949 Return to an Ancient Settlement of Northern Galilee

INAUGURATING THE NEW SETTLEMENT: Young Jews and Jewesses dancing on their newly-built stage at Baram, the former Arab village in Northern Galilee which is now a Jewish settlement, as it was also in ancient times. The relics of an old synagogue are still to be seen in Baram and these are to be very carefully preserved by the modern Jewish settlers

LOCAL ARABS AND YOUNG JEWISH SETTLERS CONGREGATE TOGETHER: They were attending the celebrations officially inaugurating the new settlement in Galilee

AMONG THE RUINS OF THE ANCIENT SYNAGOGUE: Young settlers in the precincts of the second-century synagogue where the fathers of their race once worshipped. The settlers are members of the Chalutzim, pioneer group

In the Negev, in the deep south, in Galilee, in the far north, the Jewish armies pushed forward the frontiers of their new nation with aggressive daring. Now they consolidate those gains, and at the same time extend the hand of friendship to the Arab peoples. At Baram, a Jewish settlement of the second century, they are intending to make a model settlement. Many of the settlers, veterans of the war of independence despite their youth, are, with all the ardour of youth, now going to work in order to make this rugged hill country bloom.

IN THE SHADOW OF THE SECOND-CENTURY SYNAGOGUE: The settlers talking with local Arabs near the ruins. As is so often the case, the Arabs have been befriended by the settlers, who have brought them luxuries and are seeing that they have a fair share of the water supplies

A PIONEER OF NORTHERN ISRAEL: This young man, bringing in water from Baram's well, is typical of the Chalutzim (pioneers) who are hoping to make this settlement a model in Northern Galilee. Like most of his comrades, he fought among the shock-troops in the recent war

DENMARK LAUNCHES THE VIKING SHIP

Sailing to England on the 1,500th Anniversary of the Viking Invasion

THE VIKING SHIP "HUGINN" IS LAUNCHED FROM THE YARDS AT FREDERIKSSUND: The 15-ton vessel going down the slipway after the launching ceremony, performed by Mrs. Hedtoft, the wife of Denmark's Prime Minister. On board were some of the forty-eight Vikings who have been getting into training to bring the ship across the North Sea to Thanet to mark the 1,500th anniversary of the landings in 449 A.D.

NAMED AFTER ONE OF THE TWO RAVENS OF ODIN: The Viking ship "Huginn" on a trial trip after being launched at Frederikssund, in Zealand. Afterwards it was taken by way of the Limfjord to Esbjerg, on the west coast of Jutland, there to start out on the journey to England

On July 28, just 1,500 years after Hengist and Horsa reached Thanet at the invitation of the British King Vortigern, the Viking ship, an exact model of one of the great craft of Viking days, is due to make landfall either at Ramsgate or Broadstairs, both of which claim that they received Hengist and Horsa. While Denmark has been preparing the expedition with great thoroughness, preparations have been going forward on this side of the North Sea for receiving the ship in a worthy manner. As well as the two Thanet towns, the Vikings are likely to pay a visit to the Thames and to be received at Westminster

THE VIKING SHIP RUNS HER TRIALS: Manning the heavy oars are twenty-four young Vikings, most of whom have grown beards and all of whom have gone into training for the trip to England. The ship, which has cost £3,000, is 70 ft. long and 15 ft. wide. The thirty-two shields on each side have been made by craftsmen at Elsinore

THE BANNER OF THE RAVEN: This was presented to the Vikings by Magens Lichtenberg, Director of the Danish Tourist Association, before the launching ceremony at Frederikssund. As soon as the mainmast was stepped the banner was hauled into position

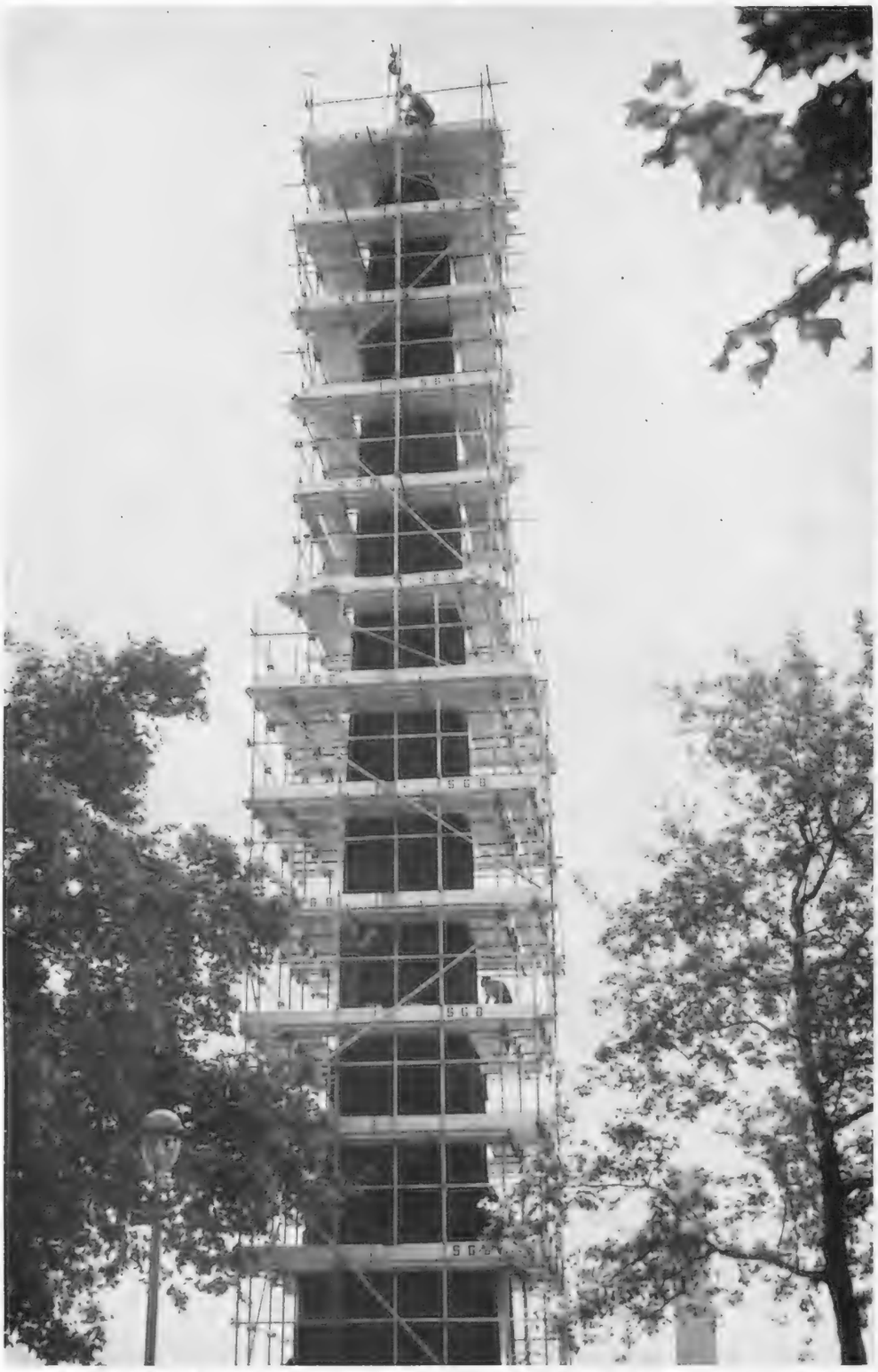
LONDON DOCKS IN THE STRIKERS' GRIP

A Dramatic Aerial View of the Immobilised Vessels

On right—
LOOKING WESTWARD ACROSS IDLE DOCKLAND FROM GALLEONS REACH: In the foreground of this aerial view are the King George V Dock (left), opened in 1921, and the Royal Albert Dock (right), opened in 1880. In the background, and connected with the Royal Albert Dock, is the Royal Victoria Dock, opened in 1855, which has its own exit lock and tidal basin. Together they form the largest sheet of enclosed dock water in the world. In the foreground on the left are the North Woolwich works of Messrs. Harland and Wolff, the celebrated shipbuilders, and the houses in the middle distance are those of Silvertown. In the immediate foreground there is a tidal basin, and there are three entrance locks for shipping. The deepest of the three docks is the King George V Dock, being over 35 ft. and capable of admitting passenger vessels of 30,000 tons, and the largest is the Royal Victoria Dock, covering 74 acres. Tobacco, grain, frozen and chilled meat, wool and flour are the chief imports at these docks. The last big strike in the docks was only a year ago. It began by a dispute over eleven men, and the reasons for it were as trivial as the reasons for the strike going on at the time of writing

The dispute in Dockland, over Canadian ships whose crews were members of a Communist trade union that was in dispute with another Canadian trade union, has led to more than 1,500 operating days being lost to ships in British ports during the past two months. This is said to be equivalent to over thirty round trips across the Atlantic, and 300,000 tons in imports, to say nothing of exports. Mr. Barnes, Minister of Transport, declared at Abbey Wood last week: "We just cannot afford to waste our resources like this. . . . The cumulative effect can be calamitous to a Britain struggling for economic recovery."

The focal-point of London's Dockland immobilised by the dispute lies between Blackwall Reach and Galleons Reach. Here are situated the Royal Victoria and Albert Docks, and the more modern King George V Dock, which together cover 1,100 acres, 246 acres of which are water. At the time of writing, this vast acreage is idle, and in the King George V Dock alone there are fourteen ships of 7,000 tons and upward waiting to load and to discharge. Round about them are idle lighters, and out in the tideway are more "roads" of idle barges. Similar conditions prevail all along the great river at St. Katharine's Docks, at Surrey Commercial Docks, at West India Docks, East India Docks and Millwall Docks. For the second time in a period of twelve months the great Port of London is held to ransom by a few to the vast detriment of the many.



CLEOPATRA'S NEEDLE ENCASED IN SCAFFOLDING IN READINESS FOR CLEANING OPERATIONS: After enduring seventy-one years of London's grime, the celebrated obelisk is now being cleaned, and when the task is completed it will be coated with a special wax to preserve its colouring

A DETAILED EXAMINATION: Dr. S. G. Burgess (wearing glasses), Deputy Chemist to the London County Council, inspecting Cleopatra's Needle after the erection of the scaffolding. For cleaning the "Needle," a synthetic, non-fatty detergent is used

THE "NEEDLE" AND ITS GUARDIAN SPHINXES: The obelisk as it now appears encased in scaffolding. The two bronze sphinxes are of modern date

CLEANING THE SMOKE-BEGRIMED "NEEDLE"

Work in Progress on the Celebrated Obelisk

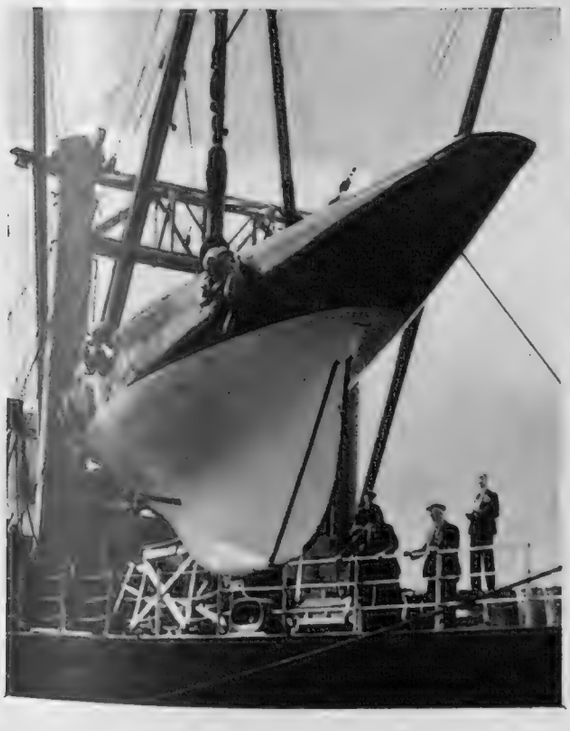
Cleopatra's Needle on the Victoria Embankment and Cleopatra's Needle in Central Park, New York, the companion obelisks presented to Britain and America in the last century, have both suffered severely from the atmosphere of the respective cities they now adorn. The American version has long since been treated with a preservative, and now the London version, after cleaning, is to be protected similarly. The obelisks were originally erected by Thutmosis III at Heliopolis about 1500 B.C. They were removed in 12 B.C. to Alexandria and were then set up in front of the Temple of the Cæsars. In 1819 Muhammed Ali offered one of the obelisks to Great Britain as a coronation gift for George IV, but it was refused. Many years later the "Needle" was brought to England encased in an iron cylindrical raft. It was abandoned during a storm in the Bay of Biscay, but was recovered and it reached London in 1878.

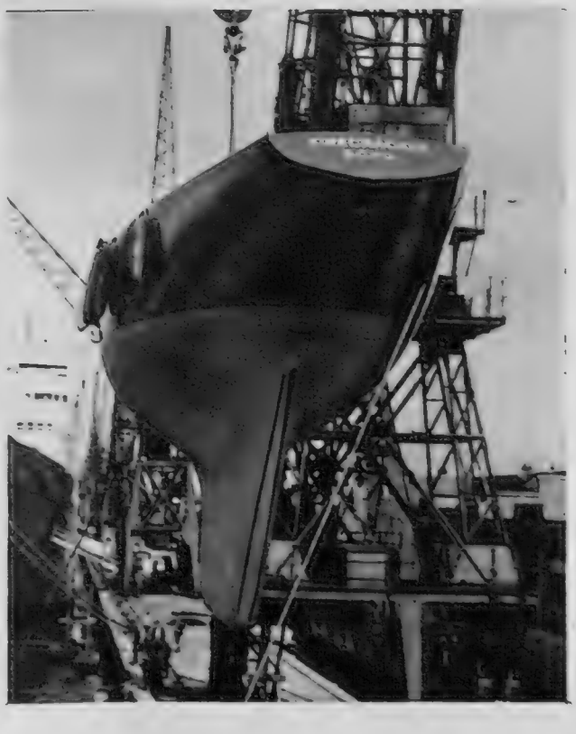
On right—A CONFERENCE AT THE POINT OF THE "NEEDLE": Mr. H. L. Bailey (Assistant Surveyor of the London County Council), Mr. A. T. Elmer (Surveyor to the L.C.C.), Mr. A. Cordrey, who is working on the obelisk, and Dr. S. G. Burgess (Deputy Chemist to the L.C.C.) discussing the wear sustained by the monument during its years in London's grimy atmosphere

"THE GOOSE" ENTERS HER ELEMENT: One of the three American 6-metre yachts which have been shipped to Britain by the Seawhanaka Corinthian Yacht Club to compete in the British-American team match in the Solent, seen as she was unloaded at Southampton. "The Goose," considered to be the fastest 6-metre yacht afloat, made the voyage in the United States Line's passenger cargo vessel "American Clipper," resting in a special cradle on deck

TO RACE in BRITISH WATERS

Three 6-Metre Yachts are Shipped from New York to Southampton





"LLANORIA" AND "FIRECRACKER" ARE UNLOADED FROM THE "AMERICAN CLIPPER": *On left and right*—Two other 6-metre yachts about to be craned into the water on arrival at Southampton. The "Firecracker" belongs to Mr. Henry F. Whiton, of Oyster Bay, New York

STATELY HOMES ARE IN THE NEWS

Princess Elizabeth and the Duke of Edinburgh Move to Clarence House : The Highcliffe Sale : St. Catherine's Court, Bath, in the Market

CLARENCE HOUSE, WHERE PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH HAVE NOW TAKEN UP RESIDENCE : From the flagstaff flutters the personal standard of Princess Elizabeth, and posted at the gateway is a sentry of the Welsh Guards in scarlet and bearskin. Shortly after the marriage of the Princess and the Duke in November 1947, it was announced that the mansion, built in 1825 for the Duke of Clarence, who afterwards became King William IV, was to be their official London residence. Parliament voted £50,000 to put it in order. The house was occupied by the first Duke of Connaught in 1901, and he lived there until his death in 1942. During part of the war period the Red Cross and St. John organisation used the premises. It adjoins Queen Mary's home, Marlborough House, and both have magnificent views looking across St. James's Park

THE THREATENED BOWES MUSEUM—THIS CELEBRATED STOREHOUSE OF ART TREASURES AT CASTLE BARNARD, COUNTY DURHAM, IS IN SERIOUS FINANCIAL DIFFICULTIES AND MAY HAVE TO CLOSE : The Museum is the foundation of John Bowes (1811-85), a natural son of the tenth Earl of Strathmore and his wife Josephine Benoite, Countess of Montalbo, a well-known actress on the Paris stage. Together they formed a rich and varied art collection

Because of greatly-increased wages and other costs, the Bowes Trustees may be forced to close the Museum for a period of years unless some other means of income can be assured. It was originally the idea of John Bowes and his wife to build a museum near Calais, but because of the dangers of the Franco-Prussian War and the Commune their joint collections were eventually brought to England. The huge four-storey museum building at Castle Barnard covers an acre, and is a nineteenth-century version of a French Renaissance château. It was begun in 1869 and about finished in 1885 when Bowes died, leaving an endowment of £125,000. The collections consist of works of art of many kinds. There are sixty tapestries. The ceramics, carved ivories, metalwork, woodwork, glass, and embroideries are also notable. A number of rooms are arranged to show the furniture and household decoration of various centuries. The collection of pictures includes some very fine examples of the Continental schools, but few English paintings.

THE SCENE OF A GREAT SALE OF ART TREASURES—HIGHCLIFFE CASTLE, A STATELY GOTHIC-STYLE BUILDING WHICH WAS REMOVED, STONE BY STONE, FROM FRANCE DURING THE LAST CENTURY, WHERE DEALERS AND COLLECTORS CONVERGED LAST WEEK TO BID FOR FURNITURE AND PAINTINGS: The Castle, which lies near Christchurch, Hants, overlooks the Channel and the Isle of Wight. It is the home of the Earl and Countess of Abingdon

Highcliffe Castle, home of the Earl and Countess of Abingdon, who have been selling some of their treasures to meet the heavy cost of taxation, was formerly the Manor des Andelys, in Normandy. Lord Stuart de Rothesay, British Ambassador in Paris, and a great admirer of France, wanted a home to remind him of his stay in that country, and in the early 1820's he bought the manor. Specially-constructed barges brought the building across the Channel stone by stone, and it was placed on its present site overlooking the Isle of Wight. Among the 804 lots in last week's sale was a bed of the Empress Josephine which sold for £52. Marshal Ney's carpet sold for £1,029.

AN OLD MANOR HOUSE IN THE MARKET—ST. CATHERINE'S COURT, NEAR BATH, WHICH HAS BEEN PUT UP FOR SALE ON ACCOUNT OF CRIPPLING TAXATION: It is the home of Major Geoffrey St. J. Strutt, first News Editor of the B.B.C. The house formerly belonged to Bath Abbey

Major Geoffrey St. J. Strutt, who was at Winchester with Sir Stafford Cripps, and calls to mind the days when the future Chancellor, as his fag, used to black his boots, has now found the Chancellor's taxation too much for him to keep up the old estate of St. Catherine's, which his grandfather bought in 1840, and accordingly it is being put up for sale. The original house was established by Bath Benedictine monks and their fishpond may still be seen in the grounds. At the Dissolution Henry VIII gave St. Catherine's to his tailor, John Malte, on condition that the latter treated as his own daughter one of the King's natural children. Through her it descended to Sir John Harrington, Elizabeth's favourite. In the seventeenth century the house was sold to William Blanchard, whose family held it for four or five generations. The 1490 frontage facing the forecourt still remains intact.

THE HOME NEWS IN PICTURES

A Survey from London and the Provinces

PRINCESS MARGARET OPENS THE VICTOR CAZALET HOUSE, GASKIN STREET, NORTH LONDON: Miss Pauline Quinn and Miss Bettie Sweetman jointly presenting a bouquet to her Royal Highness before she opened this block of flats erected by the Islington and Finsbury Housing Association. Before they appeared before the Princess, Pauline and Bettie practised their curtsies under the watchful eye of Miss Winnington-Ingram, niece of the former Bishop of London. Both children were born on the estate now occupied by the house

MR. CHURCHILL AT THE GENERAL SIKORSKI HISTORIC INSTITU Britain's wartime leader with Mrs. Sikorski, wife of former Polish Prime Minister and Commander-in-C on the occasion of his visit to Prince's G Mr. Churchill, who heads the appeal for funds to maintain Institute, which is pledged to the furtherance of Anglo-P relations, declared in his speech that "the name of Sik should be preserved as an inspiration to all who care abo future of Europe and the world. How many times, he asked Poland to win freedom and deliverance, to find it only a moc

OFF TO THE ANTARCTIC IN NOVEMBER—MEMBERS OF AN EXPEDITION TO QUEEN MAUD LAND: They have been chosen as members of a Norwegian-British-Swedish Antarctic Exploration party. From left to right are Squadron Leader Brian Walford (London); Mr. Charles Swithinbank (Maidstone), a twenty-two-year-old student of Pembroke College, Oxford; Mr. Alan Reece (London), of the Imperial College of Science and Technology, and Mr. Gordon de Q. Robin, of Melbourne

OFF TO THE ARCTIC TO BRING THE MAP OF ICELAND UP-TO-DATE: Six of the eight studen Durham University Colleges, and King's College, Newcastle-on-Tyne, who are spe twelve weeks of their summer vacation climbing on a 4,000-ft. ice cap in the Ar Twenty-eight-year-old Hal Lister, who is seen second from right in this picture, eldest of the party, is acting as leader. These men are members of the University Exp tion Society and they are out to fill in details of some blank spots in the 1904 edition of the map of Ic They have undertaken the task as a form of scientific study of the geography and geology of the w land. One of their number, a sixth-year medical student, will act as doctor of the expedition. Equi with instruments for ground surveys and weather recording, the party of students will make fo Myrdalajokull Ice-cap, about 100 miles from Reykjavik, the last town they will see for ten

A NEW UNIT FOR THE ROYAL INDIAN NAVY—H.M.S. "REDOUBT" BECOMES H.M.I.S. "RANJIT": The flag of the Indian Dominion flying from the destroyer at Chatham Dockyard after she had been handed over by the Commander-in-Chief the Nore, on behalf of the Board of Admiralty. The "Ranjit," a destroyer of the Rotherham class, is one of three vessels of this class being taken over by the Indians. Five others have been transferred to the Australian Navy, and another is now in the Netherlands Navy. The "Ranjit," was built on Clydebank and completed in 1942

MR. KRISHNA MENON SPEAKS FROM THE DECK OF H.M.I.S. "RANJIT": Indian High Commissioner in London accepting the British warship behalf of the Indian Government during the official handing

£10,603 REALISED IN THE FIRST TWO-AND-A-HALF HOURS—SOME SPIRITED BIDDING FOR FRENCH TREASURES AT HIGHCLIFFE: *Left*—**A period suite put up for auction, and (*right*) a pair of candelabra. This sale, from the collection of the Earl and Countess of Abingdon, was attended by many foreign dealers**

Bidding was brisk at the start of the Highcliffe Castle sale when furniture which had once belonged to Napoleon and the Prince of Moscow, Marshal Ney, was among the principal items. Highest bid of the first day was 980 guineas for a Savonerrie carpet, which had been Ney's, but the Empress Josephine's bed fetched only 52 guineas because, said Lady Abingdon, it is too large and too heavy. "You cannot get the sheets nowadays," said the Countess, "though at one time I used to sleep in the bed myself." Highcliffe Castle, which is illustrated on page 95 of this issue, was at one time a Norman Manor House, and it was brought to Britain stone by stone and re-erected. Many foreign dealers attended last week's sale.

FROM SOUTHEND TO WELL ABOVE LONDON—THE THAMES POLICE RIVER PATROL WIDEN THEIR REACH: This air-sea rescue launch, which has been converted by the Kent County Constabulary, is to patrol the lower reaches of the river from Erith down to the sea. The Constabulary are also supplying the crew of four county policemen. This extended service will mean that the Thames will be under the jurisdiction of the River Police from the Estuary to well above London

FROM MOUNT CALVARY TO AMERICA—THE JOURNEY OF A CROSS: This 1½-cwt. cross is carried into the Roman Catholic church at Dover after its arrival in this country. It later left on a four-weeks journey to Preston, where on August 4 it will leave for Ireland. It is being carried at the rate of 15 miles per day. The pilgrimage began on Good Friday, when after a service at the scene of the crucifixion of Our Lord, the 10-ft. cross was borne from Jerusalem across Europe to this country before crossing the Atlantic. During the trek through Italy, the cross was halted at the Vatican for the Pope's blessing. Arrangements were made for a service to be held in Westminster Cathedral last Monday, when the cross was due to pass through London

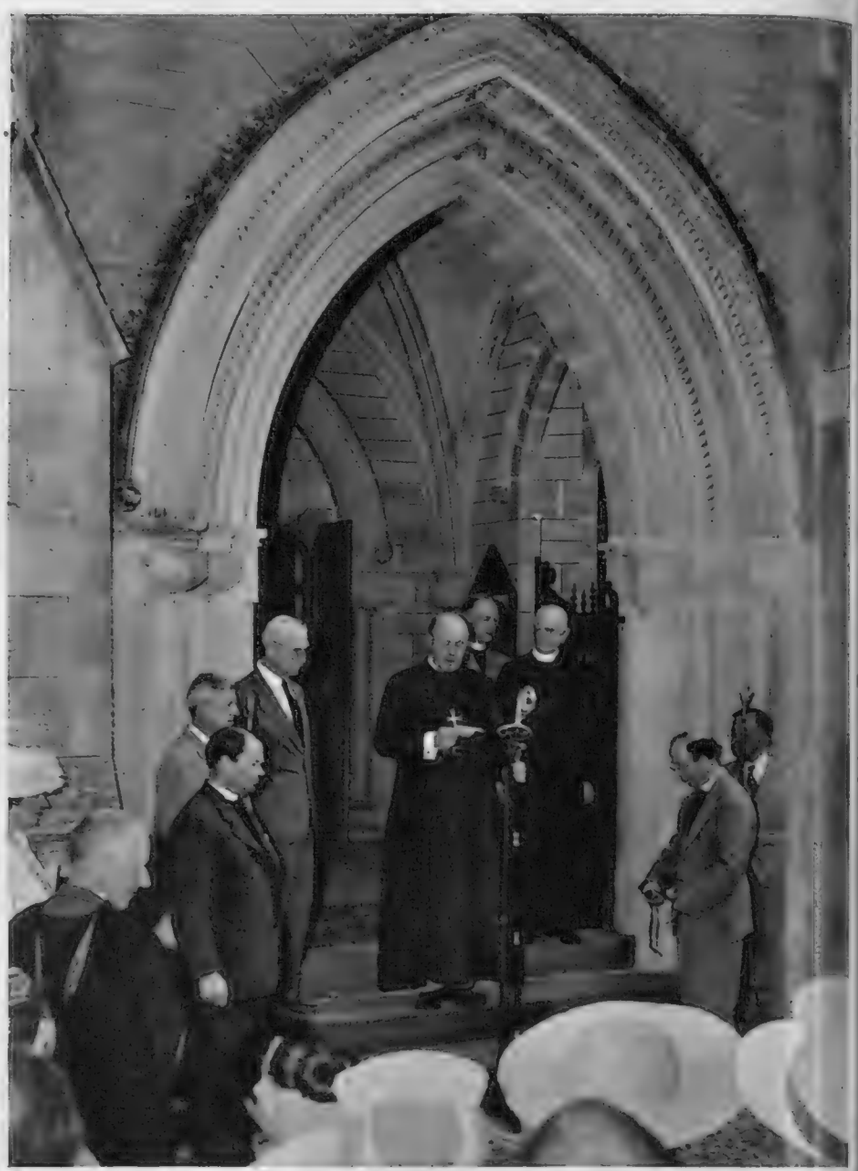
MILLIONS OF MILES HAVE BEEN FLOWN BY THESE THREE UNIFORMED MEN: The Minister of Civil Aviation, Lord Pakenham, second from left, entertained them to lunch at a London hotel during the first week of this month. The three civil air pilots have each flown over 3,000,000 miles. They are, on left, Captain E. S. J. Alcock, of B.O.A.C. (nearly 4,000,000 miles), brother of the late Sir John Alcock (the first man to fly the Atlantic, with the late Sir Arthur Whitten-Brown); second from right is Captain O. P. Jones, also of B.O.A.C.; and on right, is Mr. R. McIntosh, of Airwork Ltd.

THE FIREMEN AND THE CATTLE MAKE FRIENDS—A DRY-WEATHER PICTURE FROM BIRTLE, NEAR BURY: Cattle gather round the drinking trough of a concrete storage tank as men of the Rochdale Fire Brigade replenish it. The brigade answered the call from Openshawe Farm by taking a 400-gallon water tender, with a powerful four-wheel drive chassis, normally used for fighting farm fires. The water was conveyed from a hydrant about a mile from the farm

FOUR NEW BISHOPS

Two are Consecrated at St. Paul's: The Enthronement at Hereford: Welcome to Bermuda: The Bicentenary of the Clergy Orphan Corporation

THE ST. PETER'S-TIDE CONSECRATION OF TWO BISHOPS FOR OVERSEAS DIOCESES AT ST. PAUL'S CATHEDRAL: The Archbishop of Canterbury, Dr. Fisher, with Canon Henry Wolfe Baines, formerly Rector and Rural Dean of Rugby (right), who was consecrated to be Bishop of Singapore, and Venerable Ebenezer Tamunoteghe Dimieari, Archdeacon of Bonny, Nigeria, who was consecrated as Assistant Bishop to the Bishop on the Niger, in place of Bishop Onyeabo, whose resignation is announced. The service of consecration was attended by many Bishops



UNTIL LATELY CHAPLAIN-IN-CHIEF TO THE R.A.F.—THE NEW BISHOP OF BERMUDA IS WELCOMED TO HIS DIOCESE: The Rt. Rev. John Arthur Jagoe, C.B., C.B.E., pastoral staff in hand, addressing the gathering at the Bermuda Cathedral, Hamilton, after his arrival there last month. He was ordained in 1912 and consecrated on Candlemas Day this year, after a long association with the armed forces. Before leaving this country, the Bishop was presented with a pastoral cross by chaplains of the R.A.F. He received the official welcome of the Church of England in Bermuda from Sir Stanley Spurling, senior lay member of the Synod. Church officials and lay members of the Synod standing on the Cathedral steps are, from left to right—Rev. David Evans, Curate of St. John's Church, Pembroke Parish; Mr. W. E. Cooper, Churchwarden of the Cathedral; Sir Stanley Spurling; his Lordship; Rev. E. M. Strong, Rector of Pembroke Parish; Archdeacon Henry Marriott, Archdeacon of Bermuda; and the Rev. Gilbert Ritter, Rector of Warwick Parish

THE ENTHRONEMENT OF THE 100TH BISHOP OF HEREFORD—THE RT. REV. TOM LONGWORTH GAINING ADMISSION TO THE ANCIENT CATHEDRAL: Vested in cope and mitre and with his pastoral staff in hand, he knocks thrice on the West door before being installed on his throne by the Archdeacon of Canterbury, the Venerable Alexander Sargent. The service was conducted by the Dean of Hereford, the Very Rev. H. R. Burrows, assisted by the Chapter. The Rt. Rev. Tom Longworth was, until his appointment to Hereford (where he succeeded Dr. R. G. Parsons, who died last December), the Bishop Suffragan of Pontefract

CELEBRATING THE 200 YEARS OF THE CLERGY ORPHAN CORPORATION: The Archbishop of Canterbury, President of the Corporation, standing on the steps of St. Paul's Cathedral after a special service. Pupils of two public schools, St. Edmund's, Canterbury, for boys, and St. Margaret's, Bushey, for girls, both of which are maintained by the Corporation, attended the service. Some of the girls and boys are here seen after the service as they formed part of the sign of the Cross on the steps. Since the foundation of the Society about 5,000 children have received help and education

THE FIRST OF THE NEW STONE WALLS OF THE TEMPLE CHURCH: This has been put in place in the vestry because it was needed for the safeguarding of the whole structure. Shortage of stonemasons has held up the general work of restoration on the shrine of the Templars, which was burnt out in the blitz when the Inner and Middle Temples suffered so tragically. The Temple Church, belonging to both Inns, was founded in the time of Henry II and modelled on the Church of the Holy Sepulchre at Jerusalem

Working on the Burnt-out Shell of

THE TEMPLE CHURCH

The Slow Task of Restoration

HOW THE GREAT GROINED ROOF OF THE TEMPLE CHURCH IS AT PRESENT HELD UP: These brick piers, lined with steel girders, were put in after the blitz in order to sustain the celebrated structure

LOOKING WEST FROM THE BURNT-OUT CHOIR TOWARDS THE ROTUNDA OF THE TEMPLE CHURCH: The choir dates from 1240, but in subsequent centuries there were several extensive restorations. The rotunda, once the business meeting-place of lawyers, dates from 1185

Modelled on the Church of the Holy Sepulchre, Jerusalem, London's Temple Church, belonging jointly to both Inns, one of the few remaining round churches of England, was burnt out in the blitz. Its walls, 5 ft. thick, withstood the blast of bombs which rained down upon the Temple precincts in more than one night of terror. The church, which will be restored when skilled craftsmen to fashion the materials become available, was consecrated in 1185 by Heraclius, Patriarch of Jerusalem, who was entertained in London by the Knights Templars while on a mission from Pope Lucius III to King Henry II, inviting him to ascend the throne of Jerusalem. Heraclius is said to have died in London and to have been buried in the church.

POLITICAL UNDERCURRENTS ON THE CONTINENT

By CHARLES GRAVES

HAVING completed this week my tour of France, Switzerland, Italy and France again—a tour which involved 5,000 kilometres by car and 860 miles by train and boat—I have returned with a series of very strong impressions about the political aspect of the Continent, and particularly about Communism.

Heaven knows that I am no "Red"; but I have come to the inevitable conclusion that a great deal of the alarums and excursions about Russian infiltration of the Continent is unjustified. The Kremlin, of course, has never concealed its plan of sowing seeds of unrest on the fertile soil of ravaged Europe. One knows that many of its Consulates and Embassies all over the world are far more heavily staffed than those of other nations. At the same time, the unrest, such as it is, comes more from the various resistance movements which were deliberately and necessarily encouraged by the Allies during the war, from the devaluation of the French franc and Italian lira, and most of all from the maldistribution of wealth created automatically by the Black Market or Parallel Market (as it is euphemistically called), which had their origin during the war and have flourished ever since.

To many of the little people Communism is more like common sense than anything else. Not that more than a handful of them would have the courage to fight for their ideal.

I was listening to three Frenchmen at a café at Macon as they discussed life in France to-day. One of them said: "The Government asked us to exert our patriotism by giving up our gold and receiving paper money in exchange. We gave up our gold and the paper franc has been devalued again and again." Another said, "These Government orders! My mother-in-law left my wife 600,000 francs, and because we did not fill in a particular form it was all confiscated and we were fined another 200,000 francs." The third said, "Why cannot we be like Switzerland? They are the people who have made the money by being neutral. Look at the Swiss franc—100 of ours to one of theirs."

One does not see anything like so many slogans on blank walls in France as one does in Italy. All the same, the Cross of Lorraine, followed by the phrase "*Non pouvoir*," is not uncommon. General de Gaulle's decision to turn his non-political party into a political party is a matter of considerable interest to the French people, though not to the French Government. For this development had been foreseen weeks ago.

In Italy every available blank wall is covered with slogans. The majority of them are against the Atlantic Pact, which is interesting. The common people have come to the conclusion that Italy is liable to become what used to be Belgium's prerogative—the cockpit of Europe. They are utterly and absolutely against war, and hope pathetically that by affirming their desire to be neutral they can enjoy all the fruits of neutrality in wartime.

The next most popular scrawl on the walls is concerned with peace. These scrawls are implemented by various posters showing weeping mothers with small children, emphasising the desire of the Italian people not to be involved in another war, whatever the cost. Nor is this surprising. The progress of the Allied armies up the east and west coast of Italy is still punctuated by blown bridges and large expansions of rubble, particularly near the ports. At Leghorn, however, the devastation is duplicated in what was known as the black zone. This is a square mile in the heart of the city occupied by the Germans and, therefore, flattened irrespective of mediæval churches. The fact that huge cranes and enormous winches are beginning to dominate the scene (all provided by American money to alleviate the bombing by American aircraft) is merely another example of Idiot's Delight.

Occasional slogans are the "VV" ("Viva"), followed by "Il Rey," betokening furtive interest in the return of the monarchy as personified by King Umberto, now in Portugal. Sometimes these entwined VV's are placed upside down, showing that the return of the King is not entirely popular. Against this, I had a most illuminating conversation with a boatman who took me from Porto Fino to San Fruttuosa. His name was Giovanni. He said: "We were told that it would be a good thing to get rid of King Victor Emanuel because the Court cost so much and deprived us of so many of our lire. They told us that he spent too much of our money and was very expensive to keep. To-day we know differently. Instead of a Court of only a few people we have thousands of bureaucrats who eat us out of hearth and home. Italy should be a monarchy again. As it is, nothing is certain in Italy to-day. Anyway, not since Mussolini." He rowed on. Then he began again: "War is silly," Giovanni continued. "We Italians lost the war and are poorer. You British, who won, are poorer too, and cannot keep up your villas here. To a poor man like me there is only one reason for war. I suppose it is to kill off people. The Americans bombed none of the military points in Porto Fino. In broad daylight they came and knocked down our church and several private houses. They killed eighteen people. And, anyway, there were only twelve old Germans in Porto Fino, who did nothing, no harm even to us." He rowed on again. "You saw, Signor, the American aircraft-carrier in the bay at Rapallo to-day. Hundreds of stupid Italians accepted the invitation to go on board. I refused. If I had my way I would sink it. It is from aircraft-carriers like the *Coral Sea* that aeroplanes come and kill us."

Giovanni's reference to Mussolini was, astonishingly enough, the only one made to me throughout Italy. Even the guide in Rome failed to point out to me the particular balcony from which Mussolini made his pronunciamentos. *Mussolini has been deliberately forgotten by the Italians—temporarily, anyway. Perhaps their civic conscience is still pricked by the peculiarly foul way in which he was murdered and then exhibited to the public with his mistress. After all, it was Mussolini who introduced any semblance of order and authority that Italy has enjoyed since the days of the Romans. To-day, I repeat, he has been dropped like a hot brick, though no doubt, like Napoleon in France, he will have a posthumous revival of popularity.*

Italian boatmen are friendly because they spend an hour at a time in one's personal company, with nobody to listen to them, and feel that they can speak freely.

On Lake Maggiore we made the acquaintance of Angelo. Angelo made no bones about his unsuitability as a soldier. He told me that he was so frightened in World War I that he took good care to remain in the neighbourhood of Baveno, far away from the English, during World War II, on the Swiss frontier. The only time he was in any danger was when there was the "bombardimento" by U.S. aircraft which sank a little lake steamer with forty civilians on board. Even then he was on the shore. Like so many other people, he could not begin to understand how Italy ever became involved in the war, or even thought—despite Mussolini—that it could produce good soldiers who could stand up to modern conditions of warfare.

It is true that on the road to Genoa, later on, we passed a platoon of Italian troops wearing long tassels down their backs, which showed that they had fought in the infamous Abyssinian campaign. But they were very much down-at-heel, and it was quite clear that they were not taken seriously by anybody, the comic opera effect being emphasised deliciously by motor-despatch-riders wearing cock's feathers on their steel helmets. Shades of Garibaldi and his original Bersaglieri . . .

Another insight into the Italian character was provided for us in the Piazza of San Marco in Venice. This, as everybody who has ever visited Italy will realise, is unique as a rendezvous, if only because there are no motor-cars, motor-scooters, cyclists or any other interruption of café conversation. It is a meeting-place of the ordinary people. There is nowhere like it in the world—girls in couples walking and talking, young men in quartettes, sentimental music, with green chairs extending at least 20 yards from the various cafés in the Piazza. Lovers and lawyers, shopkeepers and their wives drinking coffee, eating ices and talking of this and that. In spite of all the newspaper headlines, not a single one of them is interested in Italy's demand for a return of Libya or Cyrenaica or Trieste. All they care about is the price of Chianti, the cost of groceries and meat and even more than this, what has happened to some local cyclist who has entered for a long-distance race.

The Gyro d'Italia has taken such a firm grip of the public imagination that the children spend endless hours playing a pavement, or even a roadway game, with the tops of beer-bottles, which they stick round a roughly-chalked octagonal "course." Nor is this surprising. The reaction from a national military defeat is liable to be directed towards local sporting success—and, of course the average Italian was always greatly interested in road racing of all sorts. It is the same in France. For nearly a fortnight the Tour de France has been in operation, beginning at Paris, going into Belgium, doubling back towards Rouen and, in fact, routed all round France. It lasts over three weeks and will not be completed until next week-end. Café after café has chalked on its glass front the names of the cyclists who have won the various intermediate stages. The excitement is intense, compared with which the devaluation of French, Italian and British currencies is of no importance whatever to the populace. The amount of space given in French newspapers to sport is quite astonishing: it far transcends the British interest in such matters.

The amount of money paid to footballers by French and Italian clubs is also remarkable. Whereas the English professional receives something in the neighbourhood of £12 a week, two Scandinavian footballers have been given the equivalent of £8,000 and £2,500 respectively in dollars on signature of their agreement to play for a particular Italian team. In addition, they receive £60 a month, a flat for their wife and children and a Fiat motor-car.

It all comes down to this—that Italy is trying hard to restore its national self-respect primarily through sport. The mass of the public are not interested in grandiose schemes for recovering their lost position or empire. All they want is to be left alone and to have enough wine to drink, enough spaghetti to eat and enough lire left over to watch or read about their favourite athlete, whether he be cyclist, footballer or prize-fighter. They have "had" it, and they know it. This seems to apply equally to France.

P.S.—I may have been unobservant, but only three times did I see the entwined double "VV" attached to the name of the Communist leader, Togliatti.

IN THE STEPS OF GARRY DAVIS, THE FIRST WORLD CITIZEN: Pastor Dongiovanni Casanova is one of three Roman Catholic priests who have joined the Italian counterpart of the "Citizens of the World" movement. He is here outlining the principles of the new constitution. He also announced that Garry Davis had been asked to Rome to address one of their first meetings

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In THE SPHERE of June 25 there appeared a picture of Mrs. Richard Pope in her "Lanvin of Paris dress." The material came from France, but Rêves, of Camberley, Surrey, ask us to state that Mrs. Pope's gown was designed and made by them.

MECHANICS and the MINER

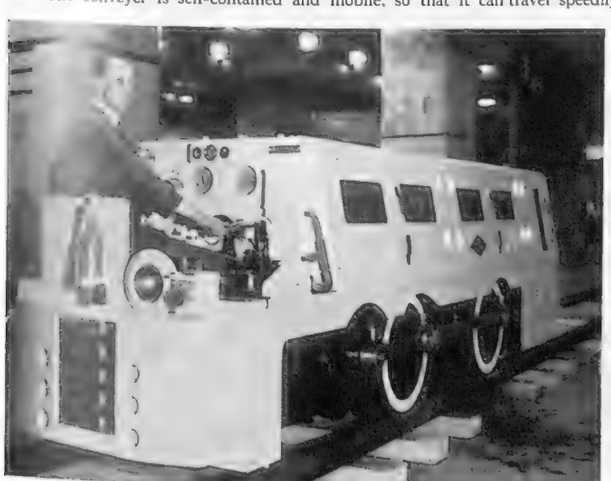
The Earl's Court Exhibition of Mining Machinery

Sir Eric Young, a member of the National Coal Board, has voiced the need for more efficiency in the mines. Harder work, he says, is one answer, as also is more regular work—in other words, a reduction in intentional regular absenteeism. No less important perhaps is the need for new coal-getting machinery suited to the varying needs of our collieries. Sir Eric was speaking at the luncheon following the opening of the Earl's Court Exhibition of Mining Machinery. The Exhibition certainly shows a remarkable variety of aids to mining, some of which are illustrated on this page, every one of them calculated to raise coal-face productivity and to lighten the individual task of the underground worker. Since 1945, coal-cutters have been delivered to our pits at a steady pace, and the manufacturers of these many and varied machines have been working under much pressure. There is no doubt that they have raised to a marked degree the potential of Britain's mines.

THE FIRST FULL-SCALE EXHIBITION OF ITS KIND HELD FOR MANY YEARS: A general view of the Exhibition of Underground Mining Machinery which opened at Earl's Court, London, last week, coinciding with the Fourth Empire Mining and Metallurgical Congress. Many of the firms exhibiting are playing a vital part in the National Coal Board's long-term plans for achieving vastly-increased output in the mines

THE TELESCOPIC CONVEYER-LOADER: This product of British Jeffrey-Diamond Ltd. is a telescopic conveyer-loader for mechanised room-and-pillar mining and heading development work. It applies an entirely new principle in power-loading operations, and is particularly suitable for the thinner seams. It loads coal across the full width of the face and to the full depth of the cut. The operator rides on the machine. The conveyer is self-contained and mobile, so that it can travel speedily from one working place to another

THE ARC SHEARER: The body of this versatile machine can be raised and lowered on jacks and the gearhead can be turned from under- to over-cutting and shearing. The jib slews in a wide arc. The arc shearer cuts at any angle and at almost any range of heights



THE NORTH BRITISH 100-H.P. "MINER": The first batch of these underground locos is now nearing completion, and the National Coal Board has taken delivery of an advance model. It can haul a train of 405 tons on the level or of 115 tons up a gradient of 1 in 50 at 3 m.p.h. The locomotive is demonstrated in running condition

THE SAMSON STRIPPER: This self-propelled machine in one operation removes a 2-ft. web of coal and loads it on to a scraper-chain conveyer running alongside. The system, instead of operating a three-shift cycle, allows continuous coal-getting

IT LOOKS LIKE A NEW ROCKET PROJECTILE GUN: Actually it is a rotary compressed-air drill of the latest type. Some of the drills on exhibition at Earl's Court achieve a speed of approximately 700 revolutions per minute

The Sardine Fisherfolk of TOSSA DA MAR

A HUGE SARDINE NET SPREAD OUT TO DRY ON THE BEACH AT TOSSA DA MAR: With the net extended, the womenfolk are able to get to work repairing the ravages of the previous night's fishing. Above them tower the old battlements of Tossa, and in the background, on the right, is the small township of some 1,500 inhabitants. In pre-Civil War days the little town, which lies on the picturesque coast just to the north of Barcelona, was very well known to British artists

Every evening the fishing fleet sets out from Tossa da Mar, returning in the early hours of the morning. Sardine-fishing remains the only means of livelihood among the inhabitants. Gone are the days of their comparative tourist wealth, when a colony of British and other foreign artists came to record and enjoy the beauties of the little resort on the coast north of Barcelona. To-day the families which subsist on the sardine industry have a hard time. Bread is often beyond their means, except the black, sour variety, of which there is an official ration ordained by the Spanish Government. Owing to the long-continued drought vegetables are also scarce, and this has further added to the difficulties of the people.

LAYING OUT THE SARDINE NET TO DRY IN THE SUN: This task completed, the fishermen retire to their homes, leaving the women to repair any holes that may have been made in the fine mesh by the night's fishing

DOING THE WEEKLY WASH BY THE STREAM WHICH FLOWS DOWN THE BEACH AT TOSSA DA MAR: The young girl in the background is arriving with her bucket and table balanced on her head. The brilliant sunshine bleaches the clothes to a dazzling whiteness. Of recent months the stream has nearly gone dry owing to the long-sustained drought on this part of the Spanish coast

A TASK THAT NEVER ENDS: Women of Tossa engaged in repairing one of the great sardine nets. Women also help in packing the daily catch for market

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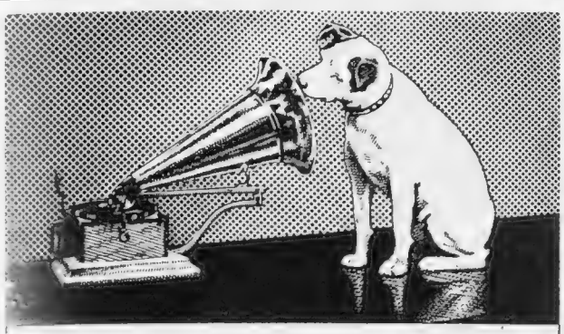

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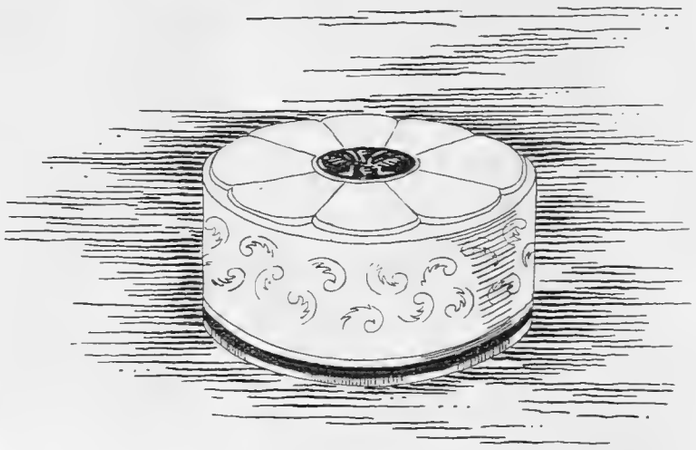

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The World of Books—By VERNON FANE

A WEEK OF NEW BIOGRAPHIES

A Man with a Genius for Friendship; The Strange Life of Charles Waterton; The Struggle of John Peter Altgeld

A MAN with a genius for friendship would be one way, and a good way, of describing Dr. Harry Roberts, one of the liveliest figures of our times, who died only three years ago, and whose interests, all of which seemed equally strong, were not only medicine, but gardening, talking and politics. "Harry Roberts was the most rational rationalist and the most democratic democrat I have ever known," writes Lord Horder, and Roberts wrote of himself: "I am very happy—as I generally am and generally have been ever since boyhood."

"DOCTOR HIMSELF" (Hamish Hamilton. 10s. 6d.) is described as an unorthodox biography of this extraordinary man, and has been written by Winifred Stamp, who was a friend of long standing. It might be added, that if she is an unorthodox biographer, she is also an excellent one, for her pages are as animated as their subject and give the reader a brilliantly-clear picture of a quicksilver character.

THE STRANGE LIFE OF CHARLES WATERTON (Evans. 12s. 6d.) is, in the American phrase, as much fun as a barrel-load of monkeys. Not that Squire Waterton, of Walton Hall, in the County of York, would ever have permitted monkeys to exist for five minutes in such an uncomfortable position. It is far more likely that he would have contrived the most elegant and practical residence for them, and more likely still that he would have let them roam freely about his home. For the Squire was a naturalist even before he was an eccentric, was fearless to the point of mild lunacy, and thought nothing of knocking a boa constrictor out with his fist, or of going for a ride on a crocodile. He was a taxidermist too, and once treated the skin of a Red Howler monkey from British Guiana "with such skill that it appeared to be a stuffed specimen of a Georgian gentleman." He must have enjoyed that. Mr. Richard Aldington, who has written this enchanting biography, tells us that none comes to know the Squire without learning to love him, since "a character so artless, a career so grotesque, an eccentric so unique form an irresistible combination." And with that I can do no more than agree, and add myself to the list of friends and admirers.

The Robert Burns myth is one that Mr. Hilton Brown has set himself out to destroy, giving the reader instead a portrait as near the ascertainable truth as possible. THERE WAS A LAD (Hamish Hamilton. 12s. 6d.) is an analytical study of the poet, and has been planned in sections which deal with the outline of his life and career; a portrait of his character and of his appearance, which seems as difficult to establish from the completely different and even contradictory paintings that survive; a chapter on his women, a sordid lot in the main; an examination of Burns the writer, and, finally, a section on the riddles of his existence. One thing that this book achieves, I think, is to provoke an interest that may have been tepid, and to clarify Burns's circumstances decisively.

THE AMERICAN (Bodley Head. 10s. 6d.) is the biography of a man who became a middle-Western legend, but who is scarcely known outside his own United States. John Peter Altgeld was an Illinois lawyer in the last part of the nineteenth century, and he became Governor of that State. His rise was hard and painful, for his boyhood had been bitterly unhappy, without a single gesture of affection or even friendliness, until he joined the Union Army in the Civil War and the soldiers showed him what companionship could be. Having reached the eminence of the governorship, Altgeld began to work harder than ever in his life before, and his struggle was against capitalism, a vicious capitalism in this case, which he believed passionately threatened the principles of Lincoln and Jefferson. Sometimes he won, sometimes he lost, but when he died, in the middle of a fighting speech, thousands rallied to him and to his memory.

FABULOUS AMERICA (Gollancz. 12s. 6d.) is an extraordinary and in some ways an exciting book by Mr. Robert Payne, in which he examines American potentialities and the American future. Atomic power is in his hands, and a morality about the use of power. It is a nation which, as Lincoln said, "cannot escape history," though it has often misinterpreted its own part in history.

THEY WANT MORE MAUGHAM: Lady Hoyer Millar, General Carl Spaatz, and Guy Madison, the Hollywood actor, beside the scroll which has been set up in the foyer of the Playhouse, Washington, D.C., and on which patrons are asked to inscribe their signatures as a tribute to Somerset Maugham, whose film, "Quartette," has been enjoying a long run. The signatories also ask for more Maugham films

Mr. Edgar Ansel Mowrer, one of America's most distinguished writers on political subjects in his own country, and even more in Europe, writes that in his thirty years "in a ringside seat" he may not have acquired wisdom, but at least he has acquired experience, and it is the findings of that experience that are embodied in his new book, THE NIGHTMARE OF AMERICAN FOREIGN POLICY (Gollancz. 12s. 6d.). Mr. Mowrer, like Mr. Payne, sees America as the land of the future, the nation with the greatest single power for moulding the pattern of what the world's future shall be. In a way, their books are complementary to each other, and might be read without confusion in the same period.

Mr. Nigel Balchin takes us right inside the workings of a wartime department, a research laboratory, in his first-rate new novel, A SORT OF TRAITORS (Collins. 9s. 6d.), which is principally the story of a group of scientists working on the possibility of avoiding epidemic plagues. A day comes when they have a clue, and a positive one, to the problem, and then they are told that the Government is against the publication of the knowledge, because of the help it might give to a powerful nation, potentially enemies. At the head of the group is a brilliant but unpredictable scientist, with many of the airs of an old actor-manager, considerable vanity and a core of absolute integrity as regards his work. It is naturally to him the Government envoys make their representations, and it is on his action that the plot turns. This is an admirable novel.

Mr. Charles Morgan's new novel, THE RIVER LINE (Macmillan. 8s. 6d.), is the story of five people who have been concerned together during the war with the escape of Allied soldiers through Belgium and France, and eventually to Spain and Gibraltar. The name is the one given to their network of communications throughout which there was an inevitable and constant fear that a secret agent might travel down the line without betraying himself, and wreck it finally. That fear pervades the story. Mr. Morgan has written an impressive novel with his expected suavity.

GREEN GROW THE RUSHES (Bodley Head 9s. 6d.) is a diversion and a successful one a light-hearted story of a Kentish marsh which has striking similarities to its neighbours, Romney and Walland Marshes. To the present day and doubtless beyond it, there will be customs and jealously-guarded rights in this strange and lovely part of England, and this rural autonomy is partly the subject of Mr. Howard Clewes' engaging novel. The other subject is modern smuggling.

Mr. Oliver Onions has chosen a delightful title for his new novel in the Wars of the Roses period and with ARRAS OF YOUTH (Michael Joseph 10s. 6d.) has written another masterly reconstruction of the times, as well as a story of great charm. There are other words to describe the effect of Mr. Onions' style on the reader, and charm I admit, is a well-worn one. It is, nevertheless, perfectly apt, because there is a spell that one feels in reading his work, a sense of another world that is not fey or mystical, but that carries one along with it dreamily and happily.

A WORTHWHILE LIBRARY LIST

A SURGEON'S WORLD, the anthology of Max Thorek M.D. (Robert Hale. 12s. 6d.)

JOURNEY UNDER THE CRESCENT MOON, by Nina Epton. (Victor Gollancz. 18s.)

HAPPIER DAYS, Recollections and Reflections of Sir Ernest Benn. (Ernest Benn. 8s. 6d.)

THE ROMANCE OF WIMBLEDON, by John Ollis (Hutchinson. 12s. 6d.)

THE VIKING LANDS, by Gordon Young, and ITALIAN PAGEANT (a tour through the Cities of Tuscany and Umbria), by Derek Patmore. (Evans Brothers 9s. 6d. each.)

RICHARD TAUBER, by Diana Napier Tauber. (Art and Educational Publishers. 15s.)

THE WISDOM OF CHINA, an anthology compiled by Lin Yutang. (Michael Joseph. 12s. 6d.)

LOWLAND LAIRDS

The Scottish Scene Through Three Centuries

With his lives of William Wallace and Alexander III, James Fergusson, biographer and historian, acquitted himself well in a conventional manner, but infinitely more revealing in its portrayal of Scottish life, more charged with authentic atmosphere, is his series of essays on LOWLAND LAIRDS (Faber and Faber. 16s.). Mr. Fergusson, who has explored the muniments of several old Scottish houses, who has made himself acquainted with most of the greater, and many of the lesser, Scottish families which flourished between the sixteenth and the early years of the nineteenth century, presents a series of skilfully-drawn portraits. Alexander Forrester, a rascally Stirlingshire baron; "Fish" Crauford, the friend of Fox, who had an aptitude for sitting on both sides of the political fence; Boswell's friend "Worthy Nairne," who became the judge Lord Dunsinnon; and the group of "Ayrshire improvers", from whom Mr. Fergusson is himself descended, all display, whether eminent figures or obscure, a certain richness and raciness of character. Most enthralling of all to the Sassenach is the chapter on James Nasmyth, an Edinburgh "doer." In the background of every eighteenth-century Scottish family of standing was the "doer," the lawyer who looked after the laird's business affairs in Edinburgh, not only keeping his dry-as-dust documents, but sending him the newspapers and books of the day, fulfilling his commissions, "whether it be for cups, glassware, wigs, walnuts or pearl barley," and generally keeping him informed of the way of the world. Such a one was James Nasmyth. He was not only a good "doer," but a good letter-writer. There are echoes in his letters of Frederick the Great's Silesian campaign, of Walpole's fall, and the threatened invasion of 1744, and of many local matters beside—glimpses of what Mr. Nasmyth saw and heard as he went about his business or dallied with the merchants and lawyers at the old Mercat Cross. Perhaps the greatest character in these fascinating pages is that of the farmer judge, Lord Hermand, a hard-drinking, intensely human figure, a circuit judge who vastly enjoyed his journeyings through the Scottish countryside. The circuit dinners appealed to his love of society and conviviality (those heavy meals of salmon, roast beef, claret and port after the day's business was done), and during his stately travels he took an infinite delight in comparing the cultivation of Aberdeenshire, or the borders, with that of his beloved fields at Hermand, and the woods of Inveraray and Dunkeld with his brother's and father's plantings at Kilkerran. Wherever he went Lord Hermand enjoyed himself hugely, but perhaps most of all at Jedburgh ("he always detected a royal burgh by its stink"), where Walter Scott, as Sheriff of Selkirkshire, enlivened the circuit dinners with his tales and jests. *Lowland Lairds* is, indeed, the most entertaining of volumes. It may give a glimpse of one side only of Scottish life, but it is certainly in full measure.

THE ANNUAL REGISTER FOR 1948 (Longmans Green. 42s.), a review of British, Imperial, foreign and international affairs, again makes its appearance. This is a well-contrived summary with the accent on political events, but developments in science, the arts, the law, finance, trade and industry are recorded, and important extracts are given from public documents, such as the Bernadotte report on Palestine.

In every generation there are young people who want to learn to sail. One method is to get into a boat and try your luck, and it is remarkable how rapidly the rudiments of the art are assimilated. Then comes the thirst for more knowledge, and there is no man better fitted to give it than Mr. K. Adlard Coles, editor of *The Yachtsman*, whose SAILING AND CRUISING (Batsford. 12s. 6d.) now appears in a welcome second edition. This is the ideal book for the tyro.

Collecting is another subject on which information is sought constantly, and the Lutterworth Press is to be congratulated on its first volume in The Collector's Library. OLD ENGLISH FURNITURE, by Therle Hughes (Lutterworth Press. 21s.), deals most adequately with the broad aspects of a vast subject. The line drawings, and particularly the silhouettes of chairs of the oak period, will no doubt prove most helpful to the aspiring collector.

Three new books for the angler, the first two exclusively for the angler, are H. P. Henzell's FISHING FOR SEA-TROUT (A. and C. Black. 15s.), Arthur Woolley's THOUGHTFUL PRACTICE WITH A DRY FLY (Alvin Redman. 8s. 6d.) and Coombe Richards's TIGHT LINES (Home and Van Thal. 12s. 6d.), a series of angling anecdotes by one, we are told, who was brought up from "earliest childhood to the use of rod and gun."

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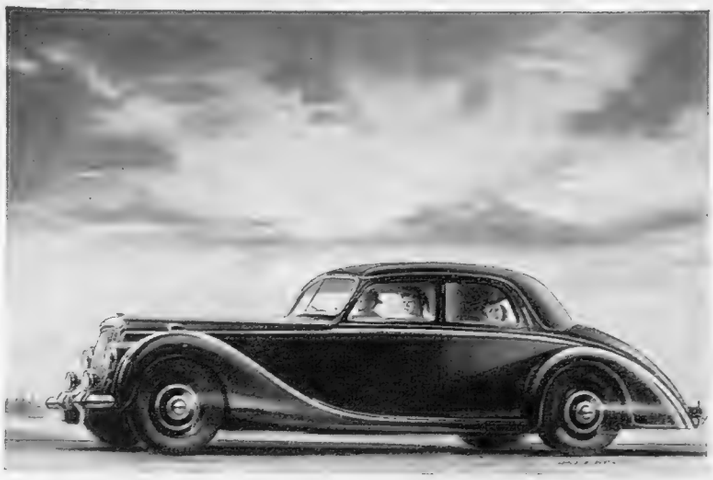

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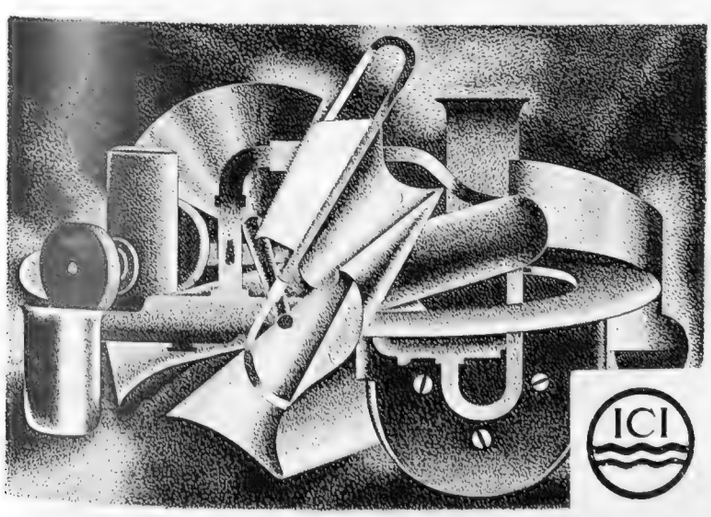

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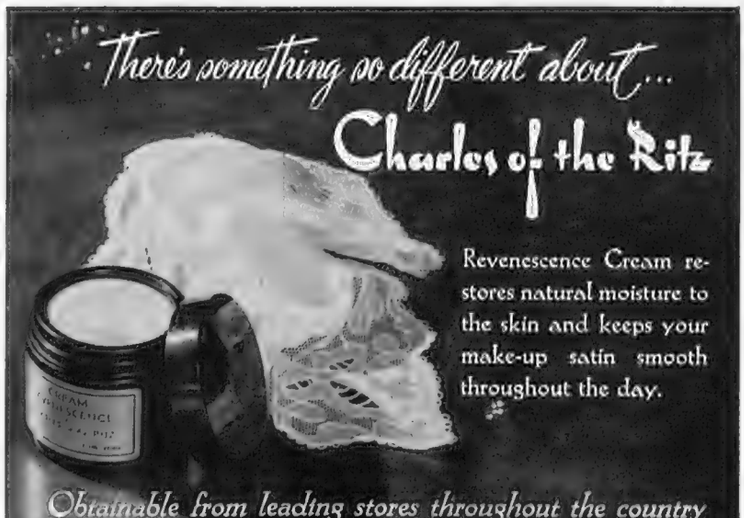

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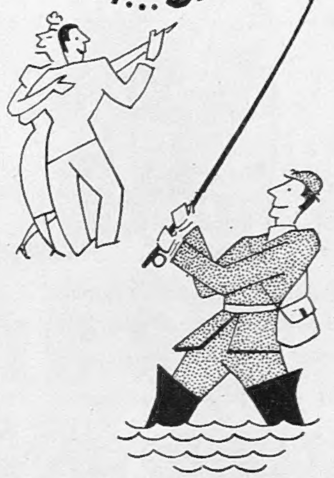

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IN QUEST OF GOOD HOTELS

BY ASHLEY COURTENAY

ONE of my readers wrote to me in high dudgeon last month to say that she had written to an hotel hoping to book two nights in July, but the hotel in reply had told her they could not accept less than a week's booking at that period of the year. It is a pity that the hotel in question did not either write to say they regretted they had no accommodation available, or that they did not give an explanation to the effect that the two nights required were in the middle of their holiday season and might easily upset a week or a fortnight's booking for someone else.

It is perfectly reasonable for holiday hotels almost entirely dependent on short-season trade to decline bookings in advance for the odd night, but, on the other hand, if the reader in question had left her reservation over until the day before she wished to arrive, the chances are that they would have had the odd room unbooked and she would have been very welcome.

Now that motoring tours are very slowly again becoming a feature of the holiday season, I know from my own experience that a certain technique must be pursued in order to avoid anxiety as to where to get one's next night's bed, and it is opportune in the month of July—which is the beginning of the height of the holiday season—to make some general observations which cover both motor touring and reaching one's destination by road. Avoid travelling at week-ends if possible, because roadside inns and hotels cannot do a fraction of the business that comes to their doors. But if you have to travel at week-ends, divert from the main road when it comes to the question of a bed or a meal. For example, when travelling to the West from London, Wincanton is a strategic point in one's journey, and I, being in the know, on reaching this Somerset town, turn two miles off on the Castle Cary road to a delightful country-house hotel called Holbrook House, which provides just that cheerfulness, relaxation and good country fare that one needs after long hours at the wheel. Again, if you have to spend a night on the road and do not feel happy about leaving over the question of accommodation to the last moment, the best plan is not to make for an hotel dependent on weekly or longer visitors, but one that is accustomed to a considerable in-and-out trade. In this sphere Trust Houses Ltd. stand out conspicuously, so I advise motorists to get their map of hotels and inns, which can be obtained for the price of a postage stamp, by writing to Trust Houses Ltd., Enquiry Office, 81, Piccadilly, London, W.1. Another very useful book to have with you in the car (modesty forbids me from enlarging on the virtues of my own book, *Let's Halt Awhile*) is one issued by H. and G. Simonds, of Castle Street, Reading, covering their hotels in the South and West.

Letters accompanied by a stamped, addressed envelope for reply, should be addressed to Mr. Ashley Courtenay, c/o The Editor, The Sphere, Commonwealth House, 1, New Oxford Street, London, W.C.1.

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"Glad you like this sherry —it's South African

It's extremely good. I got some South African wine the other day . . .

I know. A good wine, but not of this quality.

Precisely, but why the difference ?

Well, this is a truly representative South African wine. You see, though the Cape has been for centuries one of the world's finest wine countries, it couldn't compete in Britain with European countries until Empire wines got a duty preference twenty years ago. That bucked up the South African industry.

But why haven't we tasted such wines before ?

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Only certain wines, then ?

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Were South African wines well-known here before the preference twenty years ago ?

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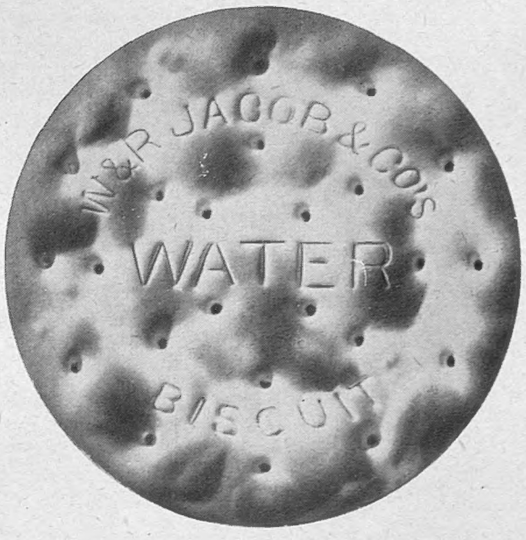

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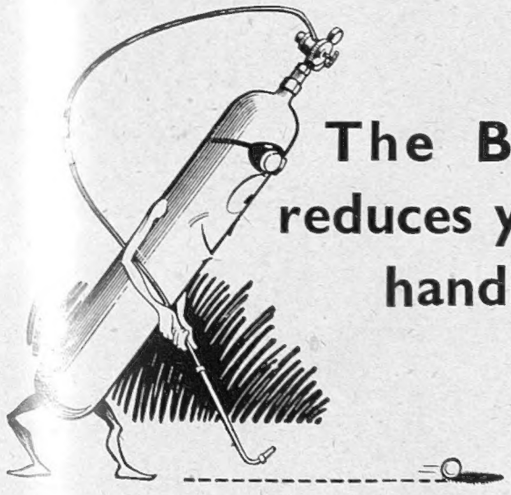

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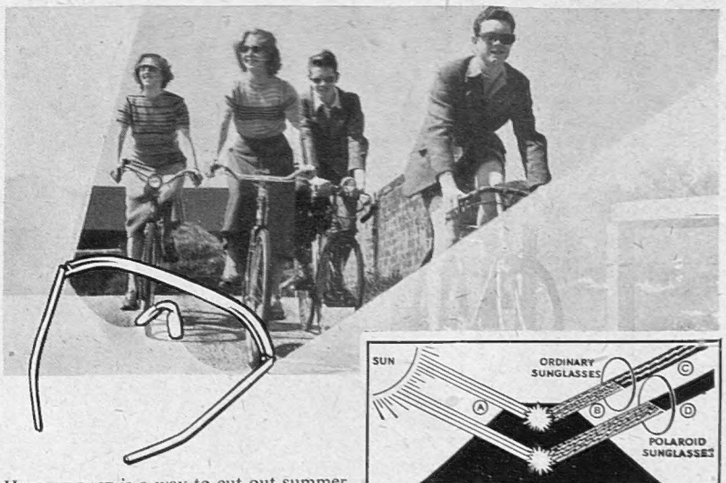

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